

# Navy News

JULY 1973

5p

## JOIN THE NAVY AND SEE THE MOON . . .

Or the next best thing. Sailors tried out an earth practice version of the Lunar Rover — or moon "buggy" — when they visited the Kennedy Space Centre in the United States. They were also able to see plenty more space travel hardware.

At the time, H.M. ships Ark Royal, Devonshire, and Rothesay, with R.F.A.s Resource and Lyness, were visiting Fort Lauderdale, Florida, and the trip to the Space Centre was organized by the Devonshire.

Picture: L/A Martin Weatherall

# 'BLAST OFF' FOR SEA DART

The first Sea Dart missile ever to be fired from any ship in the world streaked away from the Royal Navy's latest destroyer, H.M.S. Bristol, during trials this month off Wales.

As part of the Bristol's powerful weapons system, the Sea Dart is a ship-to-air medium range missile which also has an anti-ship capability.

Compared with the Seaslug fitted to the County class guided-missile destroyers, the Sea Dart has considerably improved surface-to-air performance, quicker reaction time, considerably improved target handling capacity, and is lighter and takes less space.

According to Jane's "Weapons Systems" publication, the Sea Dart is fired from a twin launcher, and is capable of dealing simultaneously with many targets.

The missile is virtually a thick-walled cylinder built around the Rolls-Royce Odin ramjet engine, the guidance system being of the semi-active "homing all the way" nature.

Work on the Sea Dart began in 1962, with test firings in 1965. Development is now complete, and the system will be installed in the Navy's Type 42 destroyers now building.

## 'Royal' beauty



Extra attraction at the Royal Marines Amphibious Training Unit's stand at the Poole Boat Show in May was Vicky Osborne, Miss Poole Herald, who graces this Gemini dinghy.

Picture: L/A Geoff Moore



# PAY RISE TO CODE LIMIT

Not his back pay but £1,000 which Bill Temple won in a raffle aboard his ship — H.M.S. Sirius — just returned from the West Indies.

Nearly £48m. in extra pay — the maximum permitted within the Government code — has gone to the Armed Forces through the rises announced last month, the increases being back-dated to April 1.

A leading hand in the Royal Navy now has £42.14 a week, a rise of £2.66, while a top-scale lieutenant-commander, with an extra £219, is on £4,168 a year.

The 1973 report of the Review Body on Armed Forces Pay said they had examined the evidence of civilian earnings and were satisfied that a Service increase to the maximum amount permitted was fully justified.

The Review Body said they intended to keep Service pay under continuing review, and to make recommendations in the light of up-to-date comparisons with civilian levels.

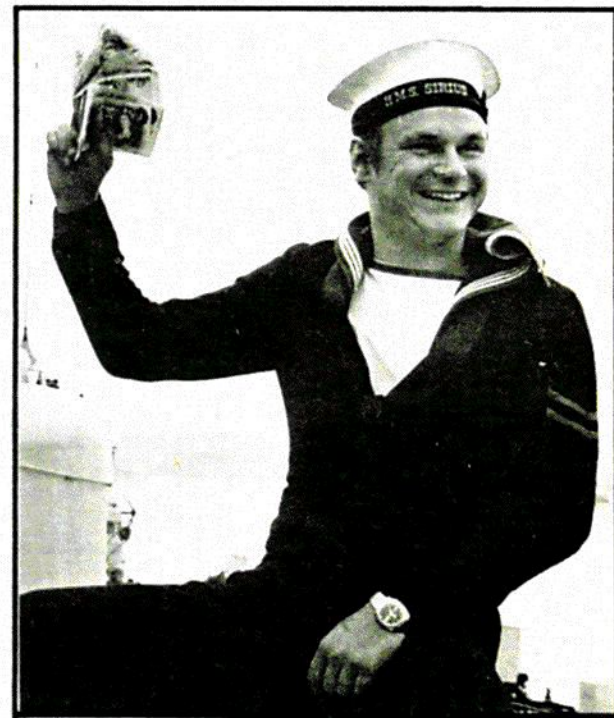
Although the new pay rates were back-dated to April 1, the amended charges for food and accommodation did not

operate until a month later. The higher rates amount to about £61m. a year.

To cushion the effect of the new food and accommodation costs, a rent rebate scheme will afford Service personnel a measure of help whether they are living in furnished or unfurnished, public or private accommodation, in the United Kingdom or overseas.

The Wrens emerge from the latest pay deal better than the men. Under Phase II of the Government's Pay Code, progress is permitted towards the requirements of the Equal Pay Act of 1970.

Their increases (and those of the nurses) are above the pay limit, to bring them from 93½ per cent. to 95 per cent. of men's rates — but they do not benefit from the men's "X" factor element in their pay.



# WIFE WRITES TO MR. HEATH

The wife of a petty officer in H.M.S. Tiger has written to the Prime Minister asking that he should pass on "to people dealing with transport" the disheartening situation for the Navy's family travel compared with the other two Services.

She raised the subject of pre-payment passages and indulgence flights, and went on to point out "that Army person-

nel serving in Hong Kong can fly out any relatives, such as mothers, fathers, brothers, and sisters - in-law for only £42," adding "that this is dreadfully unfair as these Army boys are not even separated from their wives."

Two years ago, said the letter to Mr. Heath, this naval wife visited Singapore, her husband paying £125 for the return air fare. They had been separated six months, and faced a further six months after their reunion holiday.

On the plane, all the other wives, who

had been separated only six weeks, had paid only £15 for the trip.

The final straw for her was a further opportunity to visit her husband when his ship was in Singapore, but she had been told the fare would be £125, plus £65 for accommodation — to be paid immediately.

"This meant that any hope of me going out to Singapore for a holiday was out of the question," said the letter.

(Special report — page 11)

# DRAFTY'S CORNER



## Centurion 'outpost' at Fleet Assembly

Officers and ratings from H.M.S. Centurion, including the Captain Naval Drafting, his deputy and the Fleet Air Arm and M.E. drafting commanders, will be present in Rosyth during the Fleet Assembly to liaise with the Fleet on pay and drafting matters.

They will operate from a temporary office at the roof of Middle Jetty. The office will be opened at 10.00 on July 16 and close at 11.30 on July 20. It will normally be manned between 09.00—12.00 and 13.30—16.30 daily. In addition, ship visits will be made. Direct enquiries from ratings on personal matters will, as is the usual practice, not be allowed other than from fleet chief petty

"I wish I had a release date to look forward to!"

officers, but may be made by divisional officers where they think it is appropriate.

Any officer or rating responsible for administering pay or drafting matters will be most welcome to visit or telephone the centre.

Full details will be contained in FORTHVIS Administration Orders.

# ROMIFT?

(To the uninitiated — Roll On My Flippin' Twelve)

To be, or not to be? Sign on or go? There are lots of ways out: should they be taken?

There's no doubt that some people make plans for leaving the Navy years in advance of the terminal date of their first engagement, and have a new career firmly in their mind's eye long before they leave. It is not Drafty's job, nor the intention of this article, to attempt to change the minds of these men.

However, there are others who do precious little thinking before deciding, even at long range, to opt out. They have done little or nothing to prepare themselves for a job in civilian life, and have taken little account of the changes which could take place in the manpower market or in other respects between the time when they decide to leave the Navy and their future release date. For example, the recent pay rise!

This article is not so much a word of caution to such people as an attempt to define Drafty's responsibilities for safeguarding the interests of those who don't opt out.

However, it does spell out to those who are thinking of going some of the drafting facts of life which must inevitably be faced as the result of such a decision, particularly if the thinker may subsequently wish to re-enter the Navy.

Anyone who has made sens-

ible plans several years in advance to leave the Service would hardly change his mind at the last minute, unless the circumstances prevailing at that time change unexpectedly so that re-engagement became the better prospect. Drafty respects such men, and their reasons for a change of mind at short notice.

He has, however, little respect for the last-minute waverer. This man's lack of decision will not only have potentially adverse effects on his own future inside or outside the Navy, but, more importantly, will affect the conditions of Service of men remaining in the Navy — whose drafting position cannot but be adversely affected by the waverer, whether he eventually goes or stays.

**In spite of this, better the waverer who stays than the waverer who goes; and the man who thought he was going but changes his mind at the last moment, may take his documents to his discharge depot, recruiting office, or any naval establishment at any time up to the end of his terminal leave.**

If re-engagement takes place at this stage, the effect will be the same as if he had re-engaged at an earlier stage. The important thing is that he will not be considered to have broken his Service.

### Good and early

However, if he has left it too late and has broken his Service, it does have effects on eligibility for re-entry, advancement, drafting, and of

course pension. All these factors the wise man will take into account good and early. There is no absolute guarantee that all applications for re-entry will be accepted. If in doubt it is sensible to check.

This should be done via the divisional system prior to discharge, or, if already in civvy street, via the recruiting offices who will have information regarding which branches are open for re-entry.

In short, the rules for advancement are written to protect the interests of those with continuous Service. So any re-entry will almost certainly find that a break in Service, even a relatively short one, will put him further down the prospects ladder than if he had stayed on.

### The message

The full details are too complicated to be explained in this article, but they can be found in the Advancement Regulations. It's worth looking at simply in terms of hard cash both in pay and pension. So what's the message?

While Drafty thinks this is a volunteer Navy and that people must be free to make up their own minds whether or not to re-engage, he is often sad when they don't re-engage because he genuinely believes that their own interests are not well served by opting out.

However, his main concern is not so much for the man who goes out as for the man who stays in. Drafty's main aim is to ensure that the drafting of such men will not suffer because others have decided to opt out or because they can't make up their minds.

**PS: CND thanks "Scouse" of H.M.S. Bulwark for his postcard from Athens. He is glad to know how much he is enjoying his draft, and is sure he will re-engage when the time comes.**

## SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

A. McInnes, ABQR2, Mess 201, Wanklyn Block, H.M.S. Neptune, Faslane. Drafted to H.M.S. Salisbury (Plymouth based), November 11. Will exchange for any Portsmouth based ship.  
A. W. Jones, 1 MEM, H.M.S. Llandaff ship's company, D3 Mess, H.M.S. Pembroke. Will exchange for any sea or shore based ship in Portsmouth.  
A. Taylor, OS (RP3), H.M.S. Hermes ship's company, c/o H.M.S. Drake. Commissions August 17. Will exchange for any Portland Squadron ship.  
B. M. Bain, CEAI 1A, Gordon Road, Gosport. Drafted to S.M.A. Portsmouth Dockyard. Will exchange with CEAI or CEMECH 1 in any other shore base in Portsmouth area.  
R. E. Street, ABRP3, H.M.S. Norton. Drafted to FMG Portsmouth. Will exchange for minchunter/minesweeper anywhere.

J. A. Fletcher, ABQR2, H.M.S. Cambridge, Wembury, Plymouth. Being drafted to H.M.S. Glamorgan at Portsmouth in November. Will exchange for any Devonport base or ship.  
G. GreenSmith, OEM1 J1 Mess, H.M.S. Excellent (G.W. Section). Will exchange for Rosyth or Port Edgar-based ship or shore base.

J. M. Baker, POREL, H.M.S. Gurkha (Rosyth based). Will exchange for Devonport-based ship.  
T. Willett, MEM1 2E21 mess, H.M.S. Ark Royal (due refit). Will exchange for any Portsmouth based ship or establishment.

Cooper, ABRP3, H.M.S. Hermes. Will exchange for any Portland-based ship or establishment.  
G. Winters, A/LCK, H.M.S. Hermes. Will exchange for any Chatham, or Portsmouth based ship or establishment.  
R. F. Hill, ABFC2, H.M.S. Hermes. Will exchange for any Chatham, or Portsmouth based ship or establishment.

C. Mitchell, LAISE2, H.M.S. Endurance Flight, c/o H.M.S. Doedauls. Will exchange for any air station. Must have Local Board (SE) or be SE1.  
B. Hamilton, LSUWD, H.M.S. Cleopatra. Being drafted to H.M.S. Dido, Chatham based, between July 28 and August 12. Will exchange for any Plymouth based ship.

J. D. McFarlane, 1 MEM (JICE MEOW), H.M.S. Bulldog, HSS. Based at Chatham until February 1975. Will exchange for HSS ship, squadron or shore base in S.W. Scotland or Rosyth area.

I. Robertson, MEM1 (AMC), H.M.S. Bacchante (Chatham based). Being deployed West Indies. Will exchange for H.M.S. Osprey or any small ship or shore base in S.W. Scotland or Rosyth area.

I. Robertson, MEM1 (AMC), H.M.S. Bacchante (Chatham based). Being deployed West Indies. Will exchange for H.M.S. Osprey or any small ship or shore base in Portsmouth or Chatham.

G. M. West, ABRUW Star, H.M.S. Hardy. Being drafted to H.M.S. Kellington (HSS) Scotland, August 26. Will exchange for any coast of Suez draft.

S. J. Grimes, RE32, H.M.S. Devonshire. Being drafted to Base Maintenance Party, H.M.S. Osprey (over 18 months), August 27. Will exchange for similar draft in Plymouth area or any married accompanied draft.

Saunders, LSQU2A, AFD 60, H.M.S. Neptune. Being drafted to H.M.S. Fearless in November for Dartmouth Training Squadron, based Plymouth. Wishes to exchange for any 'sweeper' or any draft Scotland. Will consider other drafts, but not Plymouth.

C. S. Baker, MEM1 (Scale A) (JICE), Mountbatten 204, H.M.S. Pembroke (Ext. 3548). Drafted to H.M.S. Triumph (refit) for at least 12 months. Will swap for foreign service or GSS.

M. V. Cosh, 1CEM, H.M.S. London (LRP). Drafted to H.M.S. Norfolk (GSS), Oct. 22. Will exchange for any HSS or U.K. shore base.

More exchanges in page 7

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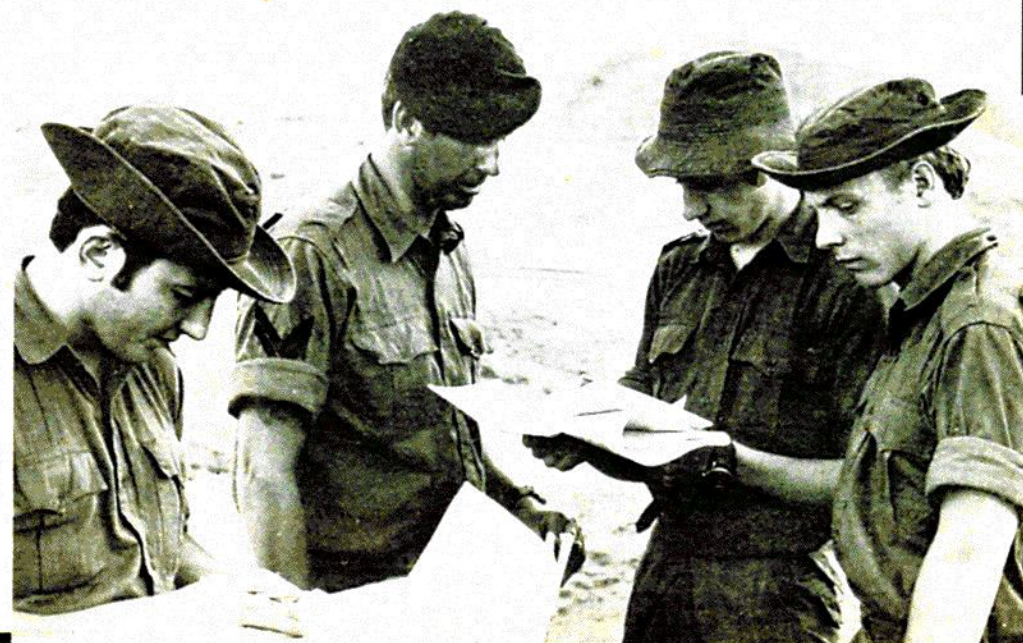
## Medics. turn map readers in Cyprus

Map reading in Cyprus under the corporal's guidance are three Royal Navy medical assistants.

The Commando Logistic Regiment, consisting of men from the R.A.O.C., R.E.M.E., Royal Marines and Royal Navy, supports Commando Forces both at home in barracks and when they are deployed in the field for exercises or operations. Royal Navy representatives are all from the Medical Branch and at the moment there about 30 training or serving with the regiment.

All the men in the regiment have passed or are training for the Green Beret course at C.T.C.R.M.

With Cpl. Jarman in the picture are MAs Butler-Smythe, Eyres and Nesbitt.



Below: Smiles beam out from PO Wren Carol Gibbon and two other top communicators — Albert Wuring (left) of the Royal Netherlands Navy, and Guenter Schlichting, of the West German Navy. The trio competed against each other in the teleprinter section of the NATO Communications Competition at H.M.S. Mercury.

Picture: PO Bill Stenning



# GIRLS' SIGNAL SUCCESSES



Wren Ruth Gladstone: essay competition winner.

Two Wrens serving at H.M.S. Mercury have scored what might be called signal achievements in widely differing areas of communications.

Seventeen-year-old Wren Ruth Gladstone, who has just completed her training as a radio operator at the Royal Navy Signals School in Hampshire, excels in another sphere of communications — essay writing.

Ruth won the national prize as well as coming top of her age group in the National Coal Board's Safety Essay Competition with her entry, Safety in Mines — a fine achievement for a novice in such a specialized field.

Her parents, Mr. and Mrs. J. Gladstone, were at London's Cafe Royal on June 1 to see Ruth, who joined the Navy in March, receive her prize from Mrs. Kathleen Kirk, wife of the N.C.B.'s Director of Public Relations.

## QUIZ TROPHY

Second "signal" success was by PO Wren Radio Supervisor Carol Gibbon, 22-year-old wife of POPTI David Gibbon, of the Royal Navy's PT recruitment team.

Last month she became the first girl to enter the NATO Communications Competition, held at H.M.S. Mercury, where she is an instructor.

Her team won the competition's Quiz Trophy. The Royal Netherlands Navy were overall winners, receiving the Communications Challenge Cup, while the Communications Relay Trophy went to Italy.

Competing with Carol — whose mother served as a Third Officer Wren at Gibraltar, 25 years before Carol joined the Navy in 1967 — were Radio Operators Class II Geoffrey Shilton and Kevin Oakden.

**His  
wife  
knew  
about  
it!**

## FILMS FOR THE FLEET

# Great non-escape

It may be a ludicrously simple statement, but you can't slip anchor and make a quick getaway from the scene of a crime if the ship in which you are escaping is in dry-dock. The fact certainly doesn't escape the alert minds of a gang of jewel thieves in an Eastern Mediter-

anean port whose exploits are recounted in "The Burglars," one of this month's films issued to the Fleet by the Royal Naval Film Corporation.

Without a ship to speed off in, the criminals turn to cars — and the film includes one of the most exciting road chases seen on the screen.

The producer enlisted the help of the Athens police, using master switches to control the city's traffic lights, and stuntmen drove through the morning rush-hour traffic. A lot of tempers were frayed — but not one car was scratched accidentally.

## THE LIST

**The Groundstar Conspiracy** — George Peppard, Michael Sarrazin. Thriller with an exciting and ingenious plot in which an explosion wrecks the area where top-secret space projects are researched. Many scientists die but one survivor is suspected of being the traitor. No. 129. CIC.

**Pulp** — Michael Caine, Mickey Rooney, Elizabeth Scott. Wit and slapstick are nicely balanced in this fun-filled comedy thriller about a thriller-writer who gets involved in real murders. No. 130. United Artists.

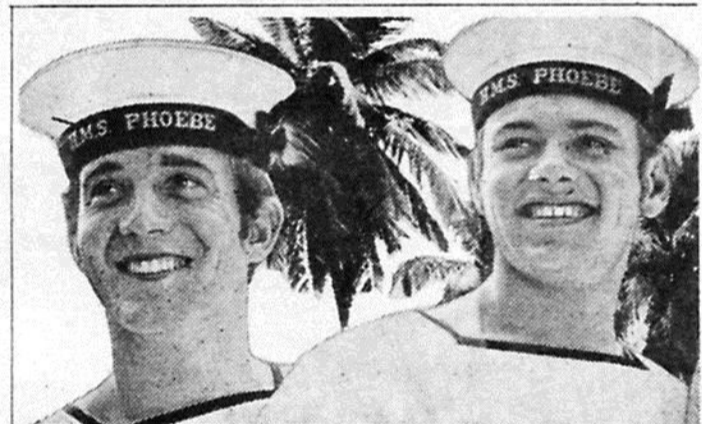
**The Burglars** — Omar Sharif, Dyan Cannon, Jean-Paul Belmondo. Jewel robbers are prevented from making a quick getaway because the ship in which they planned to leave the country is in dry-dock! Subsequent events include a crazy car chase. No. 131. Columbia-Warner.

**Our Miss Fred** — Danny La Rue, Alfred Marks, Lance Percival. "Fred" poses as a woman to escape being taken prisoner by the Germans in France in the Second World War and uses his disguise to free a party of Britons. Amusingly entertaining adventure. No. 132. Anglo-EMI.

**Red Sun** — Charles Bronson, Ursula Andress. True story about an American gunfighter who teams up with a Japanese warrior in 1870 after outlaws attack a bullion train. No. 133. Columbia-Warner.

**Dracula A.D. 1972** — Christopher Lee, Peter Cushing, Stephanie Beacham. Trying to raise the Devil, a group of young partygoers succeeds in raising Dracula, who livens things up more than a little before crumbling to dust again. No. 134. Columbia-Warner.

Leading Airman Photographer Stuart Wood found himself on the other side of the lens when he took his camera along to the Miami Playboy Club to cover a visit by the Royal Marines Band of H.M.S. Ark Royal. As he was the only rating there in full uniform, he was asked to pose with three Bunny girls. LA Wood (25), from Norfolk, is married — and we are assured that his wife knows about this assignment!



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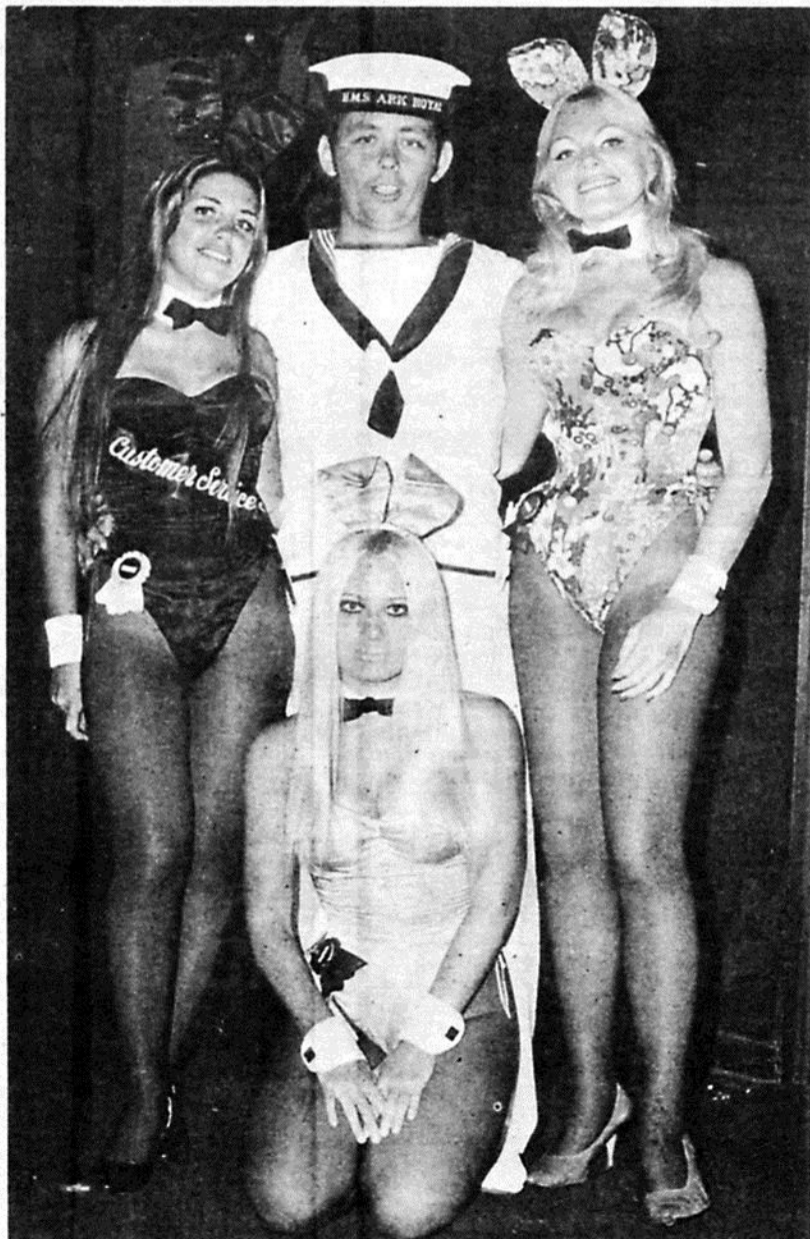
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# OUR MEN IN MOSCOW...

Picture  
pose  
near  
the  
Kremlin

White Ensign on the Moskva: The Kremlin provides a backdrop across the Moskva river as "our men in Moscow" pose for a picture outside the British Embassy. With the Naval Attache Moscow (Capt. George Hayne), centre, are his staff, Lieut-Cdr James Armstrong (second from left), Lieut-Cdr John Collier (second from right), Chief Writer Dick Marston and PO Wir Terry Borrett.



## COMMISSIONING FORECAST

The latest commissioning forecast details are as follows:

### JULY

FALMOUTH (A/S frigate), July, L.E.P. ratings replace U.K. cooks and stewards. CLEOPATRA (GP frigate), July 23, C and M party at Devonport. Shore Service. SHAVINGTON (CMS), July, ER complement at Devonport. Shore Service.

### AUGUST

HERMES (LPH), August 17 at Devonport. Sea Service.

### SEPTEMBER

HAMPSHIRE (GM destroyer), September 14 at Portsmouth. Sea Service. L.E.P. ARETHUSA (GP frigate), September 10, C and M party at Portsmouth. Shore Service. TARTAR (GP frigate), September 28. Trials crew at Portsmouth. Shore Service. Commissions January 25, 1974. L.E.P. BERWICK (A/S frigate), September (tentative). Pay off for refit at Gibraltar. Ship's company to transfer to H.M.S. Lowestoft. TARTAR FLIGHT, Wasp, September at Portland. Sea Service. ESKIMO (GP frigate), September 6. Trials crew at Chatham. Commissions December 14. Shore Service. L.E.P. AJAX (GP frigate), September. Trials crew at Devonport. Shore Service. Commissions November 2.

### OCTOBER

HERALD FLIGHT, Wasp, October. Tentative, at Portland. Sea Service. LLANDAFF (A/D frigate), October 26 at Chatham. Sea Service. Home/East of Suez. L.E.P.

LOWESTOFT (A/S frigate), October 12 at Gibraltar. Commission with ship's company from H.M.S. Berwick. Sea Service (Home).

### NOVEMBER

AJAX (GP frigate), November 2 at Devonport. Captain's command with full staff. Sea Service, Home/East of Suez/Home.

HYDRA (Survey Ship), November at Singapore. Foreign Service (East of Suez). L.E.P.

### DECEMBER

ZULU FLIGHT, Wasp, December at Portsmouth. Sea Service. ESKIMO (GP frigate), December 14 at Chatham. R.M. Sea Service, Home/West Indies. L.E.P. (C).

### JANUARY, 1974

MERMAID (GP frigate), January (tentative) at Chatham. Sea Service. TARTAR (GP frigate), January 25 at Portsmouth. Sea Service, Home/West Indies. R.M. L.E.P. HERALD (Survey ship), January. Reduced trials crew at Leith. Shore Service. BRONINGTON (M/H), January. ER complement at Devonport. Shore Service.

### FEBRUARY

GALATEA FLIGHT, Wasp, February at Portland. Sea Service. SALISBURY (A/D frigate), February 1 at Devonport. Sea Service, Home / East of Suez. KIRKLISTON (M/H), February (tentative). Trials crew at Gibraltar. (Ship joining 10th MCM Squadron).

### MARCH

HERALD (Survey ship), March. Trials crew at Portsmouth. Shore Service. Commissions April (tentative). TRIUMPH (FMS), March 15 (tentative). Trials crew at Portsmouth prior to acceptance into Reserve at Chatham. Shore Service.

### APRIL

LINCOLN (A/D frigate), April 1. Refit crew at Devonport. Refitting for S.B. Squadron. Shore Service. HERALD (Survey ship), April at Portsmouth. Sea Service, East of Suez.

### MAY

ZULU (GP frigate), May 10. Trials crew at Rosyth. Shore Service. Commissions August 9. PENELOPE (GP frigate), May, C and M party at Devonport. Shore Service. GALATEA (GP frigate), May. Trials crew at Devonport. Shore Service. Commissions July 5. GRENVILLE (A/S frigate), May 13. Long refit party at Portsmouth. Shore Service.

### JUNE

ENDURANCE (ice patrol ship), June at Portsmouth. 50 per cent. of ship's company. R.M. Sea Service, Home / South Atlantic / South America. LYNX (A/A frigate), June. Refit crew at Rosyth. Refitting for S.B. Squadron. Shore Service. PHOEBE (GP frigate), C and M party at Devonport. Shore Service.

### JULY

GALATEA (GP frigate), July 5 at Devonport. Sea Service, Home/East of Suez. Captain's command with full staff.

### AUGUST

ZULU (GP frigate), August 9 at Rosyth. R.M. Sea Service, Home / West Indies.

### SEPTEMBER

BRONINGTON (M/H), September (tentative). Trials crew at Devonport. Commissions October (tentative). Shore Service.

### OCTOBER

LONDON (GM destroyer), October 25. Trials crew at Portsmouth. Commissions March 28. Shore Service.

### NOVEMBER

BRONINGTON (M/H), November (tentative) at Devonport. 1st MCM Squadron. Sea Service.

HYDRA (Survey Ship), November at Singapore. Foreign Service (East of Suez). L.E.P.

### NOTES

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for Locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards, B—All Cooks and Stewards other than P.O. Cook, C—Stewards and Cooks for Captain and Wardroom.

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## Mine teams busy

Mine disposal teams from Portsmouth and Chatham who raced to Folkestone in answer to an emergency call in June found the cross channel port virtually paralysed by a 350lb. Second World War contact mine in the inner harbour.

It was brought up during the night off Hythe in the nets of a local trawler and left near the entrance of the harbour. Not until daylight was it identified.

Ferries were cancelled and diverted to Dover, some 300 people moved from houses near the harbour and a primary school closed because of the suspected danger.

The naval clearance divers floated the battered mine with buoyancy bags before it was towed back out to sea again and exploded in 120 feet of water.

### MARKED IT

Among other mines dealt with in June was one netted by a Brightlingsea trawler and later exploded off the Essex coast.

A team from Portsmouth sailed from Brightlingsea with the trawler, which, after netting the

2,000lb. mine, had dropped it back and marked its location with a buoy. It was exploded on Gunfleet Sands, more than six miles off Clacton pier.

## SUBMARINE DRAFTING

Dates shown are the final manning dates — the day when the whole crew will be complete. Draft orders will start arriving four months before this time.

Drafting preference cards for Electrical branch volunteers are required six months before the final manning date. Drafting preference cards for other branches, five months before final manning date.

OTUS, At Devonport. September. Joins S/M 1.

ONYX, At Portsmouth. October. Joins S/M 1.

WARSPITE — At Chatham. November.

ORACLE — At Portsmouth. December. Joins S/M 3.

OCELOT — At Rosyth. December. Joins S/M 1.

OSIRIS — At Devonport. March, 1974. Joins S/M 3.

FINWHALE — At Portsmouth. April, 1974.

OPOSSUM — At Chatham. June, 1974. Joins S/M 1.

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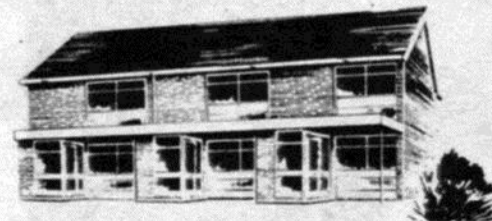
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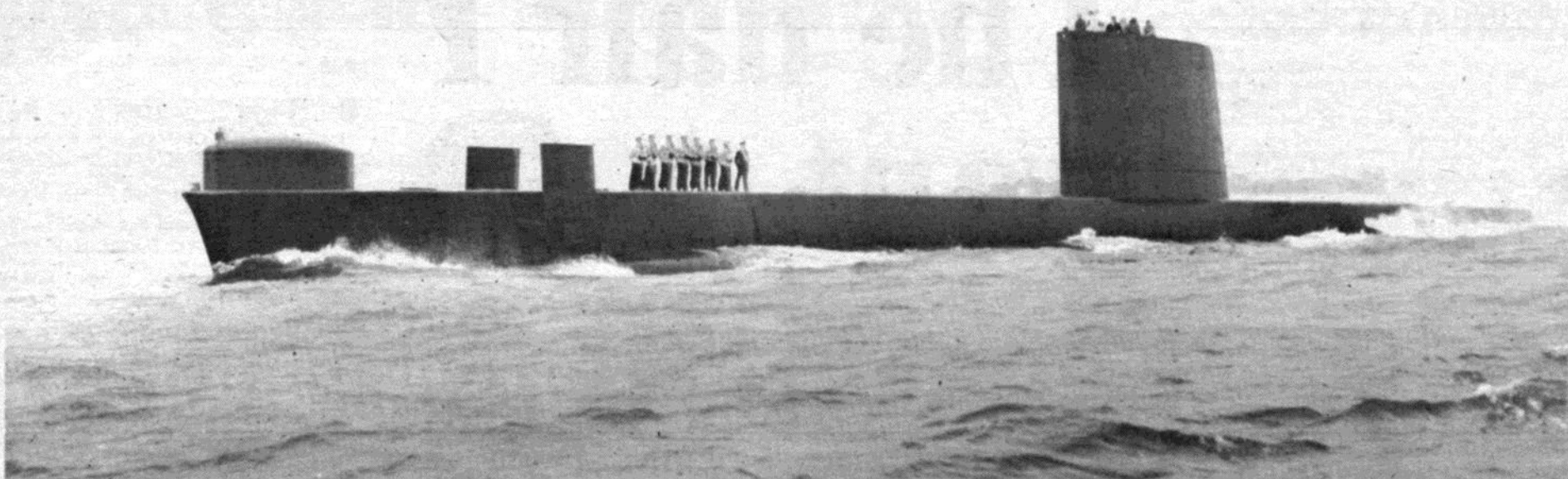
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## SHIPS OF THE ROYAL NAVY



No. 212 — H.M.S. ONSLAUGHT

# Seaway patrol

— WITH A NIFTY TURN OF SPEED

"Fierce in Action" says the motto — but this is not the only quality of H.M.S. Onslaught, a modern SS22-class patrol vessel of the First Submarine Squadron based at Gosport.

True, she is armed with eight 21in. tubes and carries both diesel-driven and electric homing torpedoes. But this class of submarine also has improved sonar detection equipment and one-man control of planes and steering and is capable of high underwater speeds and continuous submerged patrols in any part of the world.

Onslaughts have always been "globe-trotters." The two previous ships of the name were in action in various parts of the world in both World Wars.

## Russian convoys

The first, a torpedo-boat destroyer of the Grand Fleet, built under the Emergency War Programme of 1914, first went into action against the German Battle Fleet at Horns Reef, where she torpedoed and destroyed the Pommern before herself suffering heavy casualties and damage.

At the end of the war she was sold and it was not until 1942 that the second Onslaught left the Fairfield yard. As a 34-knot, heavily-armed destroyer a large part of the second vessel's service was as part of the anti-submarine escort for the North Russian convoys. Other battle honours include the Normandy

landings and action in Norway before returning to the Russian convoys.

The present Onslaught resembles her predecessors in name only. Built at Chatham Dockyard and launched in September 1960, she is 295ft. long, 26ft. in beam and has a submerged displacement of 2,410 tons. Her power source is electric drive from a battery charged by two Admiralty Standard Range 16-cylinder diesel generators developing 3,680 BHP.

Before being converted to SS22 class, she spent her first commission based at Faslane and Devonport with a deployment to the Mediterranean. After a one-year refit she left for Singapore, calling at Mombasa, the Seychelles and Gan, and her tour of the Far East included exercises with the SEATO navies and visits to Hong Kong and Bangkok.

Since re-commissioning in June of last year, the Onslaught has worked-up at Faslane, carried out exercises in the Channel and Portland areas and taken Navy Days competition winners to sea.

During October 1972 her exercises with Standing Naval Force Atlantic included a visit to Kirkwall in the Orkneys and later she was briefly attached to the Dutch Navy before a visit to Lisbon.

Earlier this year she took part in the submarine

exercise Vendetta before a further two months in the Mediterranean for sonar trials, with a brief visit to Cagliari, Sardinia, at the invitation of the Italian Navy.

Her future programme includes more trials in the Mediterranean and a visit to St Malo, France.

H.M.S. Onslaught has a complement of seven officers and 55 ratings. Present commanding officer is Lieut.-Cdr. D. M. Jeffreys.



## Battle honours

Jutland 1916; Arctic 1942-5;  
Atlantic 1943; Normandy 1944;  
Norway 1945.

## PHOTO POSTCARDS

Postcards of H.M.S. Onslaught or any other ships in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen). Stamps, postal order or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of a postal order or cheque for 70p. Albums to hold 64 Navy News postcards are 75p each (including postage).

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I agree that nearly everyone who wants a change in the hair rules does not want to be like the Dutch or Scandinavian navies, as was pointed out in the May issue of Navy News.

The majority of young sailors would be quite content if they were allowed to have their hair thick at the back down to the collar, and thick at the sides so that it could be brushed down in modern style off duty.

If the Navy cannot think up guidelines for modern hair styles they could ask the London Police Force, who have obviously managed to achieve this.

Enclosed is a sketch giving an idea of the length of hair I have in mind. It looks smart, and isn't long and scruffy.

NAF

H.M.S. Heron.

In reference to your comment on the letter entitled "Cutting Remarks" (June issue) I would like to point out that in an attempt to seek longer hair I was approached to put forward what I thought would be ideas acceptable both to the authorities and to those who want longer hair.

I put forward no fewer than 20 diagrams of different hair styles to show what the "longer hair brigade" really wanted, and in due course was informed that the articles would be forwarded to higher authorities.

Since then — over three months ago — I have not heard a whisper, not even a "thank you" for my efforts in trying to put the case intelligently.

Ken

Lee-on-Solent.

Your remark about long hair and Channel ferries (May issue) is an implied insult. I would like to point out that there are many ex-R.N. and R.M. officers and ratings, serving R.N.R. officers, and also members of the sister Services on the ferries who maintain what is now called old-fashioned standards.

I do not want to labour the point, but anyone going to the exhibition of the Royal Society for the Prevention of Accidents, in London, would see what happens when long hair is caught in machinery — and even a writer on a Gestetner is not exempt.

Careers officers might advise recruits of this one good reason for shortish hair.

K. L. A. Dale (purser)  
(ex-CPO writer)ss Maid of Orleans,  
Dover.

Every few weeks I am told to get a haircut, when my hair has hardly had time to grow from

# The hair I want



## LETTERS TO THE EDITOR

the previous cut. I have applied for discharge because I am tired of being treated like a school-kid.

Does the Navy not realize that short haircuts are a thing of the past in modern society?

Letters to Navy News show that the hair regulations are a topic much in the minds of a lot of Service men.

Naval Airman

H.M.S. Heron.

### ● Largest Ensign

It may be of interest to readers of Navy News that the largest Ensign which I believe was ever hoisted was in H.M.S. Temeraire the day after the Armistice in 1918 when she was in company with the Allied Fleet proceeding through the Dardanelles.

As a signal boy on board that ship I went aft to hoist it, and it was a 20 breadth.

F. Gutteridge

Southmoor,  
Nr Abingdon (Berks).

### ● Exeter picture

Ex-CGI Gillespie's letter in your May issue must have a different effect upon "old Exeters" than that intended.

The photograph in Navy News was indeed the Exeter, the second funnel being lost in the resultant halo effect of being taken into the sun.

The Exeter was there with the Governor of the Falklands, who was visiting his dependencies, and

### SHIP'S DANCE !

Has anybody ever been in a ship where they had the band playing dance tunes while the ship's company did the hopping, to dance the ship off the sand? It happened in a light cruiser when we were bringing relief crews home from the Baltic, and the ship got firmly fixed on the sands off Denmark.

We managed to get off again, but there were a few red faces.

A. King

Northampton.

her ship's company took full advantage of opportunities to do something different. We all voted it a wonderful experience.

B. Howell

Castle Bromwich,  
Birmingham.

### ● E5 survivors?

I was a member of the sick berth staff (one PO and four sick berth attendants) drafted from R.N. Hospital, Stonehouse, to naval sick quarters, Pembroke Dock, to care for the injured admitted there from the submarine E5, which had an internal explosion en route from Barrow-in-Furness to Portsmouth on June 8, 1913.

For the first month to six weeks we had a tough time, with over 14 hours a day on duty.

As it is 60 years ago it would be interesting to

know if there are any survivors around. Incidentally, the wives and friends of the injured were well cared for by Mrs. Remington and her husband, the licensees of the Prince of Wales Hotel.

Warwick H. Camp  
(Ex-SBCPO)

Bristol.

### ● "First" degree

I am afraid that CPO Angell is not the first external degree recipient (April issue). I believe this honour went to Chief Stoker "Pincher" Martin with whom I served in H.M.S. Theseus in the 1950's.

He received an Honours B.A. degree — all by correspondence — and I think he is now a teacher.

Albert E. Lloyd

Wolverhampton.

### ● Ganges training

Your pictures of the Portsmouth rigger on the H.M.S. Ganges yardarm (May issue) reminded me of my experience at Shotley.

We boys in our leisure time used to go up the mast and look out over Harwich harbour, and I fell off the port yardarm on to the netting below. Fortunately the wire netting broke my fall, but there was a weak spot and I found it. I went through and suffered a nasty wound on my shin-bone.

My daily treatment was several touches of nitro silver (lunar caustic) to burn it out. Being only a lad you can imagine how I dreaded those touches every day of "the silver stick."

G. T. W. Kimbell

Glenfield, Leics.

My training at H.M.S. Ganges was in 1917-18, and how well it served me during my service.

It was hard but generally fair. The one thing that seemed inhuman was being taught to swim. Once in the bath it was "keep afloat during the session . . . or!"

In command was Rear-Admiral Lyon, the first officer to reach flag rank from Boy 1st class.

Frank W. Matthews

Sutton, Surrey.

The Editor thanks Miss M. K. Jankowska for her poem about H.M.S. Caprice.

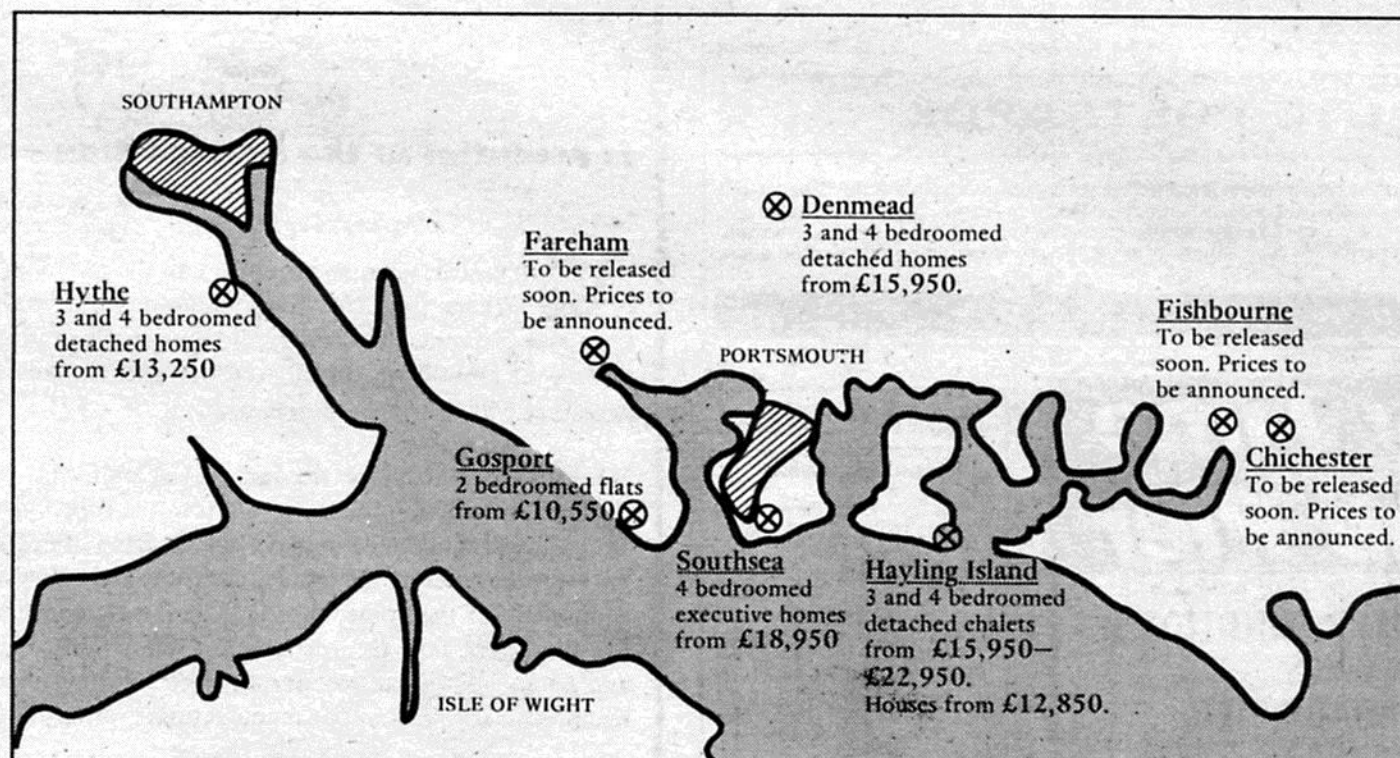
### ASSISTANCE TO AUTHORS

Mr. Warren Tute, writing a book about the D-Day landings would be grateful for any short accounts, diaries, photographs or documents bearing on the subject. All replies will be acknowledged.

### MEMORIAL GIFT

The chalice and paten, presented to the church at the Clyde Submarine Base as a memorial to the late Raymond Hutchins, lost at sea from H.M.S. Courageous, were a gift from his parents.

## A Bovis home is well within your reach.



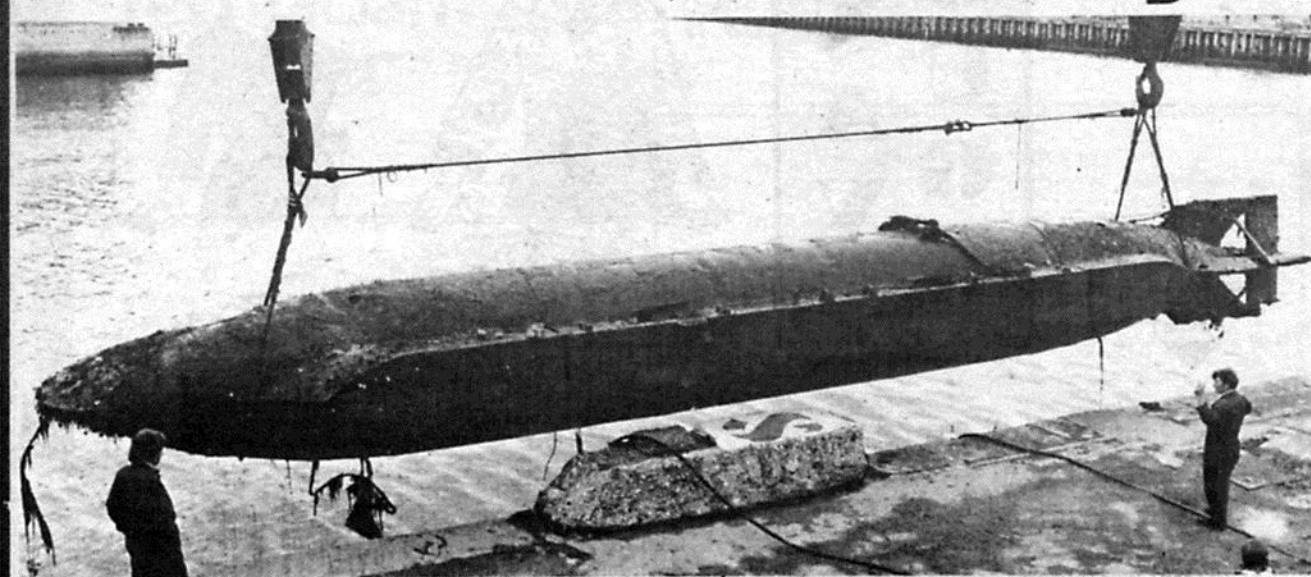
If you would like to know more about any of these sites, contact Bovis Homes Wessex, Raebarn House, Hulbert Road, Waterlooville. Telephone Waterlooville 54211.

**Bovis absorbs mortgage increase**  
To help young couples buying their first home, all first-time house buyers reserving, after 6th April 1973, a Bovis home under £15,000 will receive for the first three years a monthly cash hand-back equivalent to the difference between 8½% and the current mortgage rate. At the moment, with the current mortgage rate of 9½%, this means that on a £10,000 mortgage you would receive a tax-free hand-back from Bovis of £8.33 per month. The first hand-back payment is made one month after legal completion.

**Bovis**  
Bovis Homes Division



# Back from watery grave



Up she comes! After lying for 19 years on the bottom of Weymouth Bay, under 80 feet of water, the midget submarine XE8 returns to the land of the living.

The 38-ton craft, of the type which was used to attack the German battleship Tirpitz in September 1943, is pictured here being landed at Portland by the naval lifting vessel Kinbrace, which hauled her off the bottom after preliminary salvage work by members of the British Sub-Aqua Club.

The amateur divers were sponsored by the Imperial War Museum, whose workshops are to refit the submarine before she goes on public view alongside H.M.S. Belfast in the Thames.

## Swop drafts

(Continued from page 2)

B. Homer, LS FCII SCA, D2 Mess, H.M.S. Excellent. On draft to H.M.S. Sirius, Sept. Wishes to exchange for any Portsmouth-based ship, preferably H.M.S. Devonshire.

P. J. Learmonth, A/POMEM, 5, Mess, H.M.S. Danae. Drafted to H.M.S. Raleigh, Sept., for 12-18 months. Will consider any shore base or ship in L.R.P. in Rosyth area.

A. Allebone, LMEM(B) ICE/MEOW. Drafted to H.M.S. Reclaim October 1, due refit. Will exchange for Portsmouth-based diesel/survey ship. Ring Portsmouth 23351, Ext. 23411.

C. F. Dye, LStd. H.M.S. Ajax, Devonport. Will exchange for Chatham or Portsmouth-based ship.

M. Sampson, MEA(H)1, F.M.G. Portland. C/o CPO's Mess, H.M.S. Osprey. Wishes to exchange for shore base of ship refitting Devonport area. Over six months.

R. E. Stagg, MEMI, AMC, H.M.S. Torquay, Portsmouth-based (HSS). Will exchange for H.M.S. Pembroke or ship doing long refit at Chatham.

A. Pavitt, LStd. 5 Mess, H.M.S. Hecla. Will consider any exchange.

R. Harvey, OEMI, 3L2 Mess, H.M.S. Ark Royal. Drafted to H.M.S. Triumph (LRP), Chatham, Sept. 5. Will exchange for any Rosyth-based ship or shore base.

R. M. Poulton, LRO(T), H.M.S. Juno. Drafted for GSC (West Indies). Will exchange for any shore base or Portsmouth-based ship.

R. Caswell, LS, FC1, 3E Mess, H.M.S. Gurkha (Rosyth-based). Will exchange for Portsmouth-based ship.

## Power display on the Forth

Three of the Royal Navy's guided-missile destroyers, H.M. ships Fife, Devonshire, and Kent, will have NATO chiefs on board for seven hours on July 24 to watch a joint R.N.-R.A.F. display of strength and versatility.

As the guests of Lord Carrington, Secretary of State for Defence, the visitors will be defence ministers of NATO countries, members of the NATO Council and the Military Committee, and senior members of the international staff.

Code-named "Sally Forth 73," the exercises and displays will take place in the Firth of Forth, and will include anti-submarine and amphibious warfare operations, demonstrations of maritime air power, surface-to-surface and surface-to-air missile firings, mine counter-measures exercises, and replenishment of ships at sea.

Other ships taking part include the aircraft carrier H.M.S. Ark Royal, the new guided-missile destroyer H.M.S. Bristol, H.M. submarine Valiant, and the commando ship H.M.S. Bulwark.

### HECLA 'HOLIDAY'

H.M.S. Hecla's month-long survey in the Atlantic was broken by a week-end call at Ponta Delgada, the capital of Sao Miguel, main island of the Azores. The ship's company explored the attractive semi-tropical volcanic island, and gave a party for children from a local convent.

### ROYAL CEREMONY

H.M.S. Minerva called at St Kitts, one of the Leeward Islands, in June, for the opening of the restored Prince of Wales Bastion in the Fortress of Brimstone Hill, St Christopher, by Lieutenant the Prince of Wales.

## Promotions

Authorization for the promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued:

To CA(AH) — R. J. Kelly 910473; F. L. Barnett 951687; S. T. White 944834.  
To CPOCEL — D. Cozens D057113.  
To CPOCEL — J. Lloyd D059926; P. J. A. Pinnock M882418; A. L. Sinclair M967200.  
To CPOREL — M. J. Kilbride M867434.  
To CCY — D. R. Moore J562322; J. F. W. Lisher J877402.  
To CPOMEM — B. Watkinson K946141; N. K. Watson D056152; W. E. Pigg K891283; G. Baker K926329; C. Hopkins K938301; N. M. Mayo K934851; N. Trowman K891668.  
To MAA — M. J. Newman M981807; J. A. Curran M950443; R. R. Servais M881230; D. Mounce M868770; P. H. Hill M882183.  
To CPWTR — J. R. Lunn D054889; G. R. Jarvis M861824; B. J. Mohar D070722; R. Squire M853634; A. J. Crutchley D069308; D. D. Lewis D057396.  
To CPOSA — I. Kemplay D071463; I. L. Beck D054922; T. M. Mullan D058148; G. F. Buchan D055718; C. R. Jenkins D064746.  
To CPOCK — G. Williams M868658; T. Aldred M912566; B. J. Sheldon M824547; A. P. G. Ley M855022.  
To CPOSTD — J. A. Madden D050306; E. J. Graham L896304.  
To CMT — M. Allen D054242.  
To CPOMA — D. A. Pinnock M882408; J. Burns D053957; R. E. Bigg M872136; E. G. Rann D054263; D. B. Dougherty D054048; J. W. Shakeshaft M844530; T. Noble M884450.  
To CPO — P. H. Plumb D058782; T. A. Ballantyne J935550; B. G. Dymott J928039; M. Harrington J967067; A. F. J. Carpenter J842205; P. G. McGhee J936474.

## POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

Those on list "A" are adjusted in accordance with DCI(RN) 767/71. Points shown against men on List "B" are as held at November 30, 1971, i.e., total points gained up to, and including, those awarded on form S.507 for May, 1971.

"Int" indicates that the roster is "intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next two years. Dates shown against "Int" rosters are the basic date of the top eligible man.

Men on the roster for LWTR lack service qualifications. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

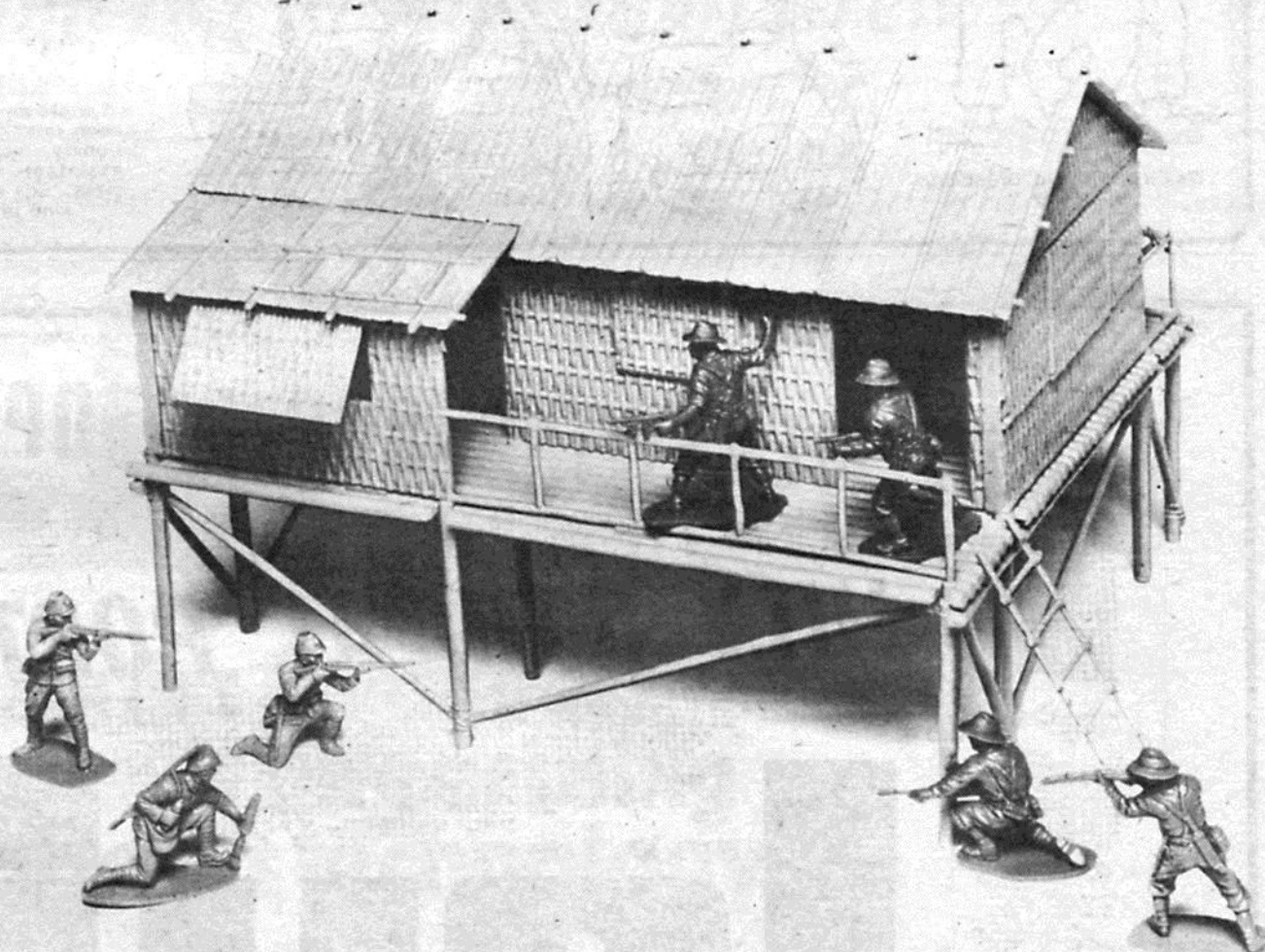
### LIST "A"

LS Int (12.12.72)	POWTR Int (22.10.71)	LWTR Int (16.10.72)
POSA 190	LSA 136	POCK 329
LCK 134	POSTD 101	LSTD 136
RPO 150	POMEM Int (5.6.72)	LMEM Int (13.7.72)

### LIST "B"

PO BD 19.3.71	LRO(T) BD 1.4.71
LAM(O)/LOEM(A) Dry	POAF/POAM(O)/ POEL(A) Dry

## AIRFIX 1/32nd SCALE- WHERE THE DETAIL IS!



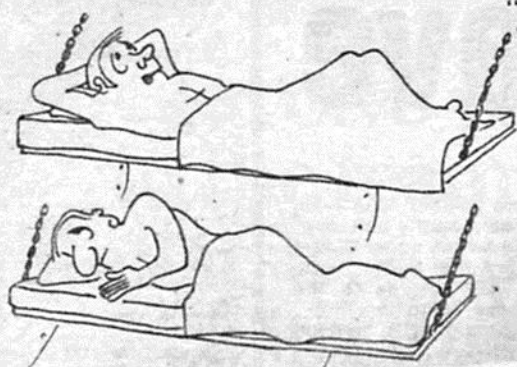
The Airfix range of 1/32nd soldiers comprises 10 superb sets for the discerning collector with a keen eye for detail. And they're ideal for painting for added effect.

The model shown (actual size) comes from the Australian soldiers set. German and other infantries, paratroopers, British commandos, 8th Army, and the Afrika Corps are also in the range.

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# LAUGHY NAVY



"There's a man from Airfix outside. He wants to know if you want any boats to go with your aeroplanes?"

## CARL'S VIEW OF ANZUK

The cartoons above and right are from the Navy section of a new book which the cartoonist, Staff Sgt. Carl Widdowson, Royal Signals, describes as "a painless introduction to the ANZUK Force."

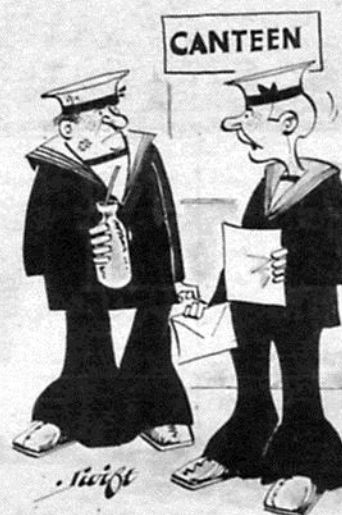
Carl originally sketched about 160 cartoons. "But by the time we had weeded out all those which would have led to a shortened tour — or worse — we were left with about 60, so it was back to the drawing board to fill up the spaces!"

The book has humorous page-by-page continuity material by the editor, Major "Tank" Nash, Army Catering Corps.

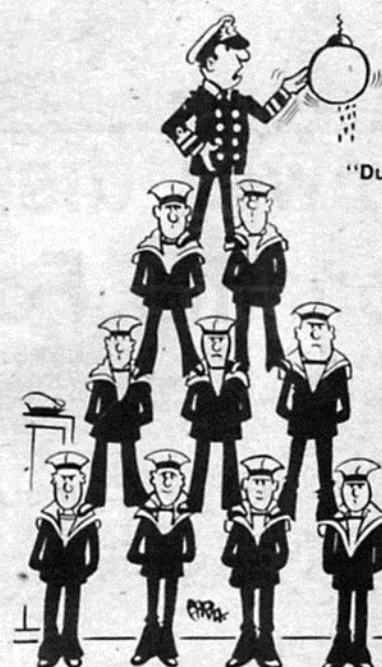
"What the hell do you mean, you can't find Australia?"



"Well if it ain't old 'Drunk-drip every trip'."



"I wrote my Mum and said I'd been rated temporary, probationary, acting local junior assistant steward, second class. She's replied . . . Be kind to your men."



"Dust."

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# 'Finest flight' award for 809

The Boyd Trophy for the finest feat of naval aviation during 1972 has been awarded to four 809 Squadron aircrew for their demonstration of the long-range effectiveness of carrier-borne air power while embarked in H.M.S. Ark Royal. The two Buccaneers involved made the longest carrier-based sortie in the history of British naval aviation.

Award winners were Lieut.-Cdr.(P) C. C. N. Davis, Lieut.-Cdr.(P) C. D. Walkinshaw (now a commander), Lieut.-Cdr.(O) A. S. Park and Lieut.(O) M. P. Lucas.

In January 1972 the Ark Royal was ordered to proceed towards British Honduras to provide an air presence. Initially the carrier was 4,000 miles away, but it was decided to launch a sortie of two Buccaneers to overfly the country as soon as it was within range.

The squadron commanding officer (Lieut.-Cdr. Davis) and Lieut.-Cdr. Park were selected as one crew and Lieut.-Cdr. Walkinshaw and Lieut. Lucas as the other. Two tanker aircraft from the ship were also prepared since, owing to the distance involved, it was necessary to refuel the Buccaneers in flight on both the outward and return legs.

When the Ark was still 1,300 miles away the aircraft were

launched and the Buccaneers flew on to Belize.

The Buccaneers were safely recovered in the Ark nearly six hours later, having flown non-stop 2,600 miles.

● In the picture the Flag Officer Naval Air Command (Vice-Admiral J. D. Treacher) presents the trophy at R.N. air station Yeovilton to Cdr. Walkinshaw, Lieut.-Cdr. Davis and Lieut.-Cdr. Park.



## ... and a double for Culdrose!

Sea King squadrons from R.N. air station Culdrose have gained both the Australia Shield and the Kelvin Hughes Trophy.

No. 820 Squadron received the Australia Shield from the Flag Officer Carriers and Amphibious Ships (Rear-Admiral R. D. Lygo), the award going to the squadron achieving most progress in operational efficiency during the past 12 months. On behalf of the squadron the shield was received by its commanding officer, Lieut.-Cdr. David Edwards.

When not operating from Culdrose, the squadron is based in H.M.S. Blake.

A fortnight later 826 Squadron was presented with the Kelvin Hughes Trophy by the Flag Officer Second Flotilla (Rear-Admiral R. P. Clayton). The trophy, first awarded in 1971 when it was won by 826 Squadron, goes to the anti-submarine unit judged most efficient in the conduct and assessment of aerial practice attacks against submarines.

It was received by Lieut.-Cdr. Kenneth Harding, commanding officer of the squadron, which is now embarked in H.M.S. Tiger.

## GERMAN VISITOR

A visitor to R.N. air station Culdrose was Rear-Admiral Dr. Schuenemann, newly-appointed Federal German Defence and Naval Attaché in London.

Over the next 18 months many German naval aviators will receive flying training on Sea King helicopters, 22 having been purchased by West Germany from Westland specifically for the search and rescue role.

Admiral Schuenemann, a former U-boat commander, was the West German Defence Attaché in Tokyo when Capt. J. B. Robathan (commanding officer at Culdrose) was British Naval and Air Attaché there.



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## Pirate fun in Ashanti

H.M.S. Ashanti, which represented the Royal Navy in Norrköping, Sweden, during British shopping week, proved a great attraction, more than 4,000 of the townspeople touring the ship when she was open to visitors.

As far as the children were concerned, the highlight was a pirates' party organized by members of the ship's company. As the picture above shows, there was fun for all in the ship's boats - even if it was a case of "Stand by to repel boarders!"

Following the successful visit, the Ashanti sailed for fishery protection duties off Iceland.

Working parties from H.M.S. Daedalus and H.M.S. Sultan constructed a sandbag coffer dam to repair damage to the sea wall on the River Hamble, after gales had caused severe flooding.

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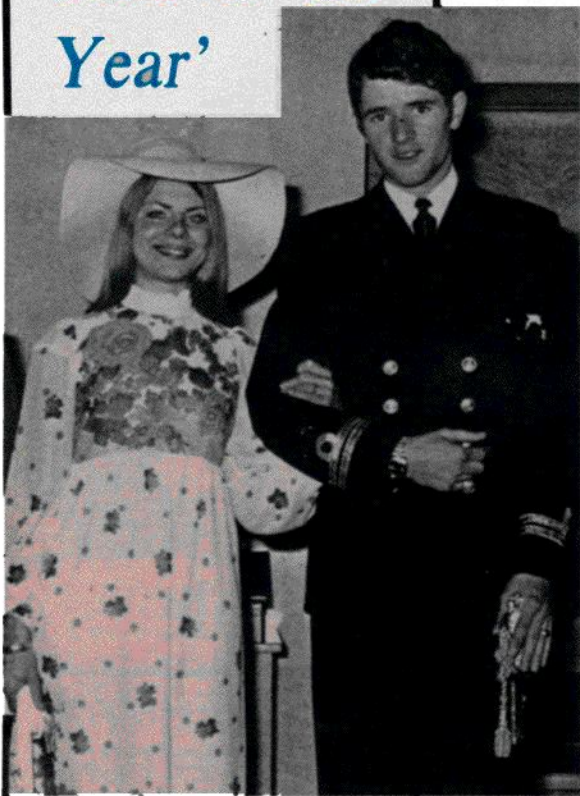
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## Manadon's 'Man of the Year'



'Tis a proud day for any family when an officer steps forward to receive the Queen's Sword, and this is Lieut. Rees G. Ward, with his wife Christine.

At the Royal Naval Engineering College, Manadon, Lieut. Ward received this annual award for being outstanding both in studies and leadership. The sword was presented by the Commander-in-Chief Naval Home Command (Admiral Sir Andrew Lewis).

Also at the ceremony were Lieut. Ward's parents and his wife's parents. Lieut. Ward's father retired from the navy as a chief ordnance artificer, and his grandfather was a lieutenant-commander PT officer.

# Sorry kids but safety comes first

**TWO PAGES**

"I am feeling so angry that I must write to someone and air my view," writes the wife of a petty officer, who is feeling a sense of deep disappointment over the Families Day arranged for her husband's ship.

"Both my sons eagerly await the day when they can go on 'Daddy's big ship,'" says the letter. "Now, however, it cannot be, as my husband informs me that children under five will not be allowed on board for Families Day."

"Just how ridiculous can you get! At least 80 per cent. of the men's children must be under five. Also, how do you explain to a five-year-old that he can't go because 'he two-year-old isn't old enough?' And especially when they were

both allowed on board when the ship came into port recently."

"I had arranged to drive in to meet the ship, and now must wait until the Families Day is over."

"Honestly, isn't it bad enough that the children's fathers are away, without ruining what would have been a highlight of their young lives. Even the two-year-old knew what it was all about."

"Furthermore, how come other ships have not this ruling on the matter?"

"I have been reasonably happy with the separations, even though the mail has been disappointing, but now I am very mad. It is one more

black mark for the Navy, I'm afraid."

"If I am capable of looking after children for months while their father is away, then a day on a ship is a mere nothing."

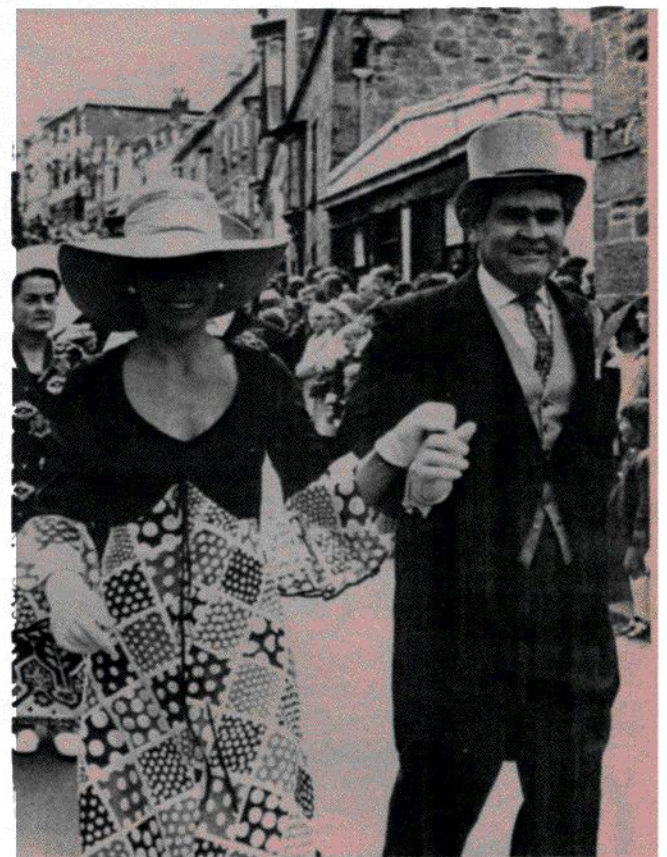
Navy News can well understand the disappointment of this naval

mum, but has to confess much sympathy with the captains of ships in their Families Day arrangements.

When guns are fired and planes fly, the noise can be alarming to the very young, but there are also overriding safety factors which have to be considered, especially in the big units such as carriers.

All concerned would never forgive themselves if a child was hurt, and the "under fives" rule is a means of reducing hazards. The Navy hates to disappoint the nippers, but hopes the families will understand.

## 'Dress of the Day'



There's an Ascot flavour about this picture of Capt. John Robathan (commanding officer of R.N. air station Culdrose) and his wife Anna, but the scene was far removed from the gee-gees. They were one of nine couples invited from Culdrose to take part in the charming and traditional Flora Day mid-day dance in the streets of Helston.

## Homes with a view at Plymouth

Nearly 300 additional married quarters are now being made available on the Furze Park Estate at St Budeaux, Plymouth. Mr. Paul Channon, Minister for Housing and Construction, planted a tree on June 5 to mark the formal handing over to the Service.

Work started on this extremely difficult site in December, 1971, following an urgent request from the Navy to provide more accommodation for ratings' families.

The estate is on steeply-sloping ground on

Ministry of Defence land, and has dramatic views of the naval dockyard below, the Tamar Estuary, and a distant glimpse of the Cornish coastline.

The houses stand on platforms cut into the hillside, with windows on one side only. Landscaping has been treated as an important element, and large numbers of trees, mainly Norway maple and wild cherry, are being planted.

Work has cost £1.7m., excluding the cost of the land.

## ... and without tenants at Gosport

With a waiting time of five to six months for married quarters on the naval estate at Rowner, Gosport, it is not unnatural that close attention should be paid by the tenants to places which remain unoccupied for long periods.

"I feel I must write to your paper," said one naval man, "to bring to light the waste of accommodation."

He went on to explain that a flat had remained empty for six months before painters went in to do redecorating, and two months later there had still been no signs of a new tenancy.

"This is by no means an isolated case," said the letter. "Several more flats are standing idle and have been for some time."

Navy News inquiries indicated that the situation over empty married quarters had already been causing official concern, resulting in revised procedures between the Department of the Environment and the Married Quarters organization.

Past delays are very much regretted, and it is hoped that a great improvement will result from the new arrangements.

## Greenwich centenary seats

To mark the centenary of the Royal Naval College, Greenwich, and as a further indication of the close relations which exist between the college and the London borough of Greenwich, the college Wives' Club donated £100 from which two teak garden seats were purchased for use in the old people's homes in Greenwich.

They also planted an English oak tree in the borough's Royal Park.

The photograph shows Mrs. Ellis, wife of the Admiral President (Rear-Admiral E. W. Ellis) with some of the committee members of the Wives' Club, and the Mayor and Mayoress of Greenwich, who received the seats on behalf of the corporation.



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## FOR FAMILIES

## TRAVEL TALK

## Pre-payment passages

Although there are plenty of stories about people who manage to do extraordinarily well out of indulgence flights to the other side of the world, the certain way of holiday reunion travel is by pre-payment passages, which are also dealt with by the Services Booking Centre.

The cost of the holiday could well be as stated by the naval wife's letter to the Prime Minister, namely £125 return air fare to Singapore, plus £65 for accommodation.

The husband could get an advance of pay for the fare, and during his wife's stay would be entitled to Local Overseas Allowance as a married accompanied, thus getting a substantial contribution of the hotel costs.

## TRAVEL AGENCY?

All the same, the pre-payment costs do look rather high compared with some modern charter rates, and it would be a splendid thing for naval families if Service resources could be enlisted to get the cheapest possible travel.

"You mean the Navy going into the travel agency business" could well be the reply, but holiday reunions are an integral part of the separation subject, with an importance which is likely to grow.

Unfortunately, naval numbers can often be small for charter inquiries, but if Fleet programme changes in the future were to include more squadron travel, the opportunity would be there for a new look into the whole holiday reunion potential.

Whatever Service resources can do to help ships with their holiday arrangements would be warmly welcomed by the families anxious to participate in these separation breaks. And that must be most of them.

## PRIVATE CHARTER

Concerning H.M.S. Tiger in particular, Navy News understands that about 40 families are flying out on a British Caledonian Airways private charter at £135 per head, and that other ship inquiries are being made about pre-payment passages and indulgence flights.

The circumstances seem to be a good illustration of how welcome would be official support in handling travel arrangements on this scale — in particular, if there was Ministry of Defence machinery for sponsored flights.

## MESSAGE RECEIVED . . .

This month, the Families pages seem to be "all travel."

A wife telephoned to say her husband had signed all the forms for her pre-payment passage to join him for a holiday in Singapore. With only about a month to go, she hadn't heard a word. Where should she inquire?

Advice was given, and she said later that the Services Booking Centre had put her mind at rest.

"I understood from them on the phone that they usually give 17 days' notice, but for a journey like this I would have appreciated a card much earlier, even if it only said, 'passage approved . . . you will be hearing.'"

Family travel for the Royal Navy — and some of the problems — are dealt with in this article, which has been prepared as a result of a letter on the subject, sent to the Prime Minister by a naval wife (see also page 1).

Her husband is serving in H.M.S. Tiger, on the way to the Far East, and she believes that the Navy does not do as well as the other Services under the regulations governing official travel. Here are some of the talking points —



Families of men serving in H.M.S. Bulwark had holiday reunions when the commando ship had an 11-day assisted maintenance period at Malta. The party totalled 70. The picture is of PO Mike Hemmings greeting his wife Doreen and son David as they arrived at Luqa airport. Many Maltese visitors were also welcomed on board.

## Indulgence flights

When Royal Air Force planes would be travelling with empty seats these are allocated at a nominal cost. Passengers have to be prepared to travel at short notice, and may have to pay their own fare back if no indulgence seats are available.

The Services Booking Centre deals with applications in the order received, and on the face of it, nothing could be fairer than that.

However, naval families live a life of continual periods of separation, which could be nine months (and even 12 in some cases). If there was real justice, the naval wives might reasonably claim that they should go to the top of the list for "separation breaks" when the travel reasons for relatives from other Services are often flimsy by comparison.

If the Navy could not be regarded as having a special claim, the problems for their wives may still be greater than appears under the "first come first served" rule.

An Army wife, for instance, living overseas with her husband and generally having a much more settled existence, might like to come home to visit her mother.

## 'ADVANCE BOOKING'

An application for an indulgence flight could be submitted up to three months in advance of the month in which the passage was required. BUT there is nothing in the regula-

tions which say that several applications cannot be put in, giving a much more generous "spread" of opportunity.

Against this, the naval wife tied to a specific ten days or so, and with little likelihood of three months' notice, has inevitably a much slimmer chance of success.

When naval wives do get on a plane, and hear the gossip from others, they believe they have real cause to be giggled, and sometimes downright angry.

There is just a possibility that the secret for helping the Navy's reunion holidays does in fact lie in the regulations now.

It is laid down "that the Director of Movements Air Force, or the appropriate Air Force commander overseas, may allow priority where applicants wish to see members of their families from whom they are separated by overseas tour."

It is not clear to the simple minds at Navy News how this works, or how application is usually made, but anyone trying to fix up reunion holidays would doubtless be pleased to have full details.

## 'Granny' trips

Only a short time ago a mother asked Navy News how she could get cheap travel to see her sailor son in Hong Kong, but she had to be told this was not possible under official arrangements.

How then do the other Services manage to get their mums, grannies, uncles and sisters-in-law out at very low charges?

The answer is that any group of people anywhere can charter aircraft, and a Service unit — especially one which is fairly large and has no problems of sudden moves — can take this on and pay for it themselves.

Once again, the Navy doesn't do very well on this, but in some places it should be possible to join in with other "private" Service plans.

## FOR SALE — OLD TROPHIES

Your shelves are probably groaning under the weight of all those "rabbits" brought home by hubby, but here's a chance to fill any odd spaces on the sideboard with something really different . . .

The Trophy Centre in R.N. Barracks, Portsmouth, has a number of trophies which are beyond economical repair and no longer suitable for display in ships, but which might be of sentimental value to serving and ex-serving Navy men and their families.

They are to be sold (not to dealers) in R.N.B. on July 16 and 17, at modest prices — 20p to £4 — with the proceeds going to the R.N. Trophy Fund and King George's Fund for Sailors.

## £7,000 BALL FOR SSAFA

The SSAFA Goodwood Ball at Goodwood House, near Chichester, on June 15 raised no less than £7,000 for the association's work among the families of serving and former Servicemen and women.

This will be added to the £4,000 raised by the Duchess of St Albans and her committee at a Royal fashion show.

Highlight of the Goodwood Ball was the midnight auction, conducted by Mr I. L. Chance, of Christies, which made a total of £1,200. A pair of landscapes by F. W. Watts fetched 125 guineas; a silver writing set given by the Prince of

Liechtenstein, and a pair of silver wine coasters raised 120 guineas each; and a gold watch, donated by King Hussein of Jordan went for 90 guineas.

A copy of the biography of Louise Mountbatten, Queen of Sweden, inscribed in her memory by her brother, Admiral of the Fleet Earl Mountbatten of Burma, and presented by him, was sold for 25 guineas.

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## Navy News

No. 229 20th YEAR

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# Navy surveys a U-boat

First to make an on-the-spot investigation of the barnacle-encrusted hull of a First World War U-boat exposed on the Goodwin Sands by unusually low tides was PO Dennis Bruford, coxswain of the inshore survey ship H.M.S. Echo.

Among other discoveries, the ship's survey work has revealed a shoal close to the main approach channel to Great Yarmouth, where the depth is now six feet less than the previous marking.

Iceland allowed a British sailor, 17-year-old Trevor

## NAVY NEWS IN BRIEF

Carpenter, to be taken ashore from H.M.S. Jaguar to be operated on for acute appendicitis.

The inshore minesweeper H.M.S. Sidlesham has now been renamed Gerald Daniel and adapted for use as a sail training

and character building centre for Sussex Police Cadet Corps.

Miko, the fifth tiger of his breed to be born in captivity in this country, has been adopted as a mascot by H.M.S. Tiger. To make it official, the commanding officer, Capt. M. L. Stacey, went to Marwell Zoological Park to shake Miko by the paw, while LME Colin Harrison gave the baby cub his "bottle."

Friday the Thirteenth. Lieut. Dick McCullough and his colleagues in the Inter-Services Magical Society could not have chosen a better night to cast their spell on the audience at R.A.F. Digby and raise more than £50 for the R.A.F. Benevolent Fund. Next year it is hoped to hold a similar event in the Portsmouth area to aid naval charities.

Long Service and Good Conduct Medals were presented at H.M.S. Daedalus to REA (Air) 1 Geoffrey Crooks, POE (Air) Ralph Whitworth, and PO(A)(SE) David Sones.

An extra feature for this year's visitors to the Royal Tournament at Earl's Court will be a display of stamps and covers featuring the

three services and auxiliary organizations.

H.M.S. Berwick joined other NATO ships for 30 days of intensive exercises starting at Iskenderun, Turkey.

A helicopter's birthday seems to be as good a reason as any for a champagne party, and it happened in Cyprus when Victor Sierra of H.M.S. Bulwark's 848 Squadron, temporarily based at Nicosia, reached 2,000 flying hours.

## DRUGS HAUL FROM THE DEPTHS

In a James Bond-type search in the South China Sea off Hong Kong, a team of five Royal Navy divers recovered three out of six sacks of drugs which had been reported dumped overboard from a junk.

The sacks were taken to the offices of the Narcotics Bureau, where police estimated the value of the value of opium contained to be about £66,000.

AB Martin "Buster" Brown, of the newly-arrived Colony guardship H.M.S. Chichester, had found the sacks at a depth of 100 feet, held down by about 280lb. weight and secured in a fishing net.

CPO Julian Macrae-Clifton, of H.M.S. Tamar, who led the five-man team, told later how they had to contend with considerable difficulties during the search. "The tide was strong and visibility down there was only about a foot," he said.

Pictured in their craft are the Royal Navy "drug hunters" — LS Philip Henderson, of H.M.S. Tamar, AB John Hill, of H.M.S. Beachampton, AB Raymond Rowlands, of H.M.S. Tamar, AB Brown and CPO Macrae-Clifton.

Photo: Sergt. P. Moth, R.A.F.

## Portland Navy Days — and air displays

Portland Navy Days take place on the week-end of Saturday and Sunday, July 14 and 15, and this month also sees air days at two R.N. air stations — Culdrose and Lee-on-Solent.

The Culdrose event, on Wednesday, July 25, will include massed helicopter assaults with R.M. Commando units, Rothman's Aerobatic team and latest military jets.

At Lee, on Saturday, July 28, there will be military and civil aircraft — current and historic — aerobatic teams, parachutists and gliders.

Portland Navy Days will include helicopter demonstrations. One ship will also be open to visitors during week-end afternoons until August 12.

Air day at R.N. air station Ye-

vilton is planned for Saturday, September 8, and promises to be a spectacular international event with a 2½-hour flying display.

### Dartmouth club

A new recreational club, called The Verge, at B.R.N.C., Dartmouth, caters for all junior ratings, Royal Marines and members of the ship's company of H.M.S. Walkerton, the minesweeper based at Dartmouth.

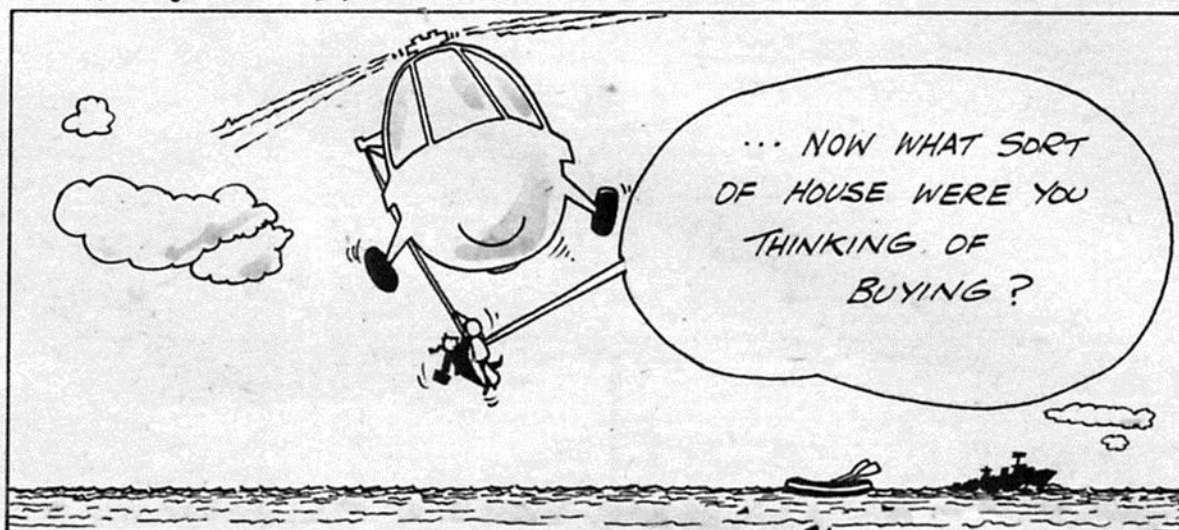
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## An 'old lady' at 30

One of the Royal Navy's "oldest ladies," H.M.S. Grenville, celebrated her 30th birthday at Portsmouth at the end of May.

Launched as a destroyer in 1942 and commissioned the following year, the Grenville saw service with the Home, Mediterranean and Pacific Fleets, during which time she rammed and sank an E-boat and sank a U-boat.

After the war she was converted to an anti-submarine frigate.

More than 30 guests attended the 30th birthday party, including the Flag Officer, Spithead (Rear-Admiral S. L. McArdle) and a previous commanding officer of the ship, Capt. G. M. K. Brewer.

A service was conducted on the ship's open bridge by the squadron chaplain (the Rev. Roger Devonshire) and the birthday cake was cut by Mrs. Carpendale, wife of the commanding officer (Lieut.-Cdr R. M. Carpendale), and JMEM G. Connolly, youngest member of the ship's company.



## For Fiji volunteers

A word of advice for anyone thinking of volunteering for the Fiji surveys: to compensate for the long hours, quiet runs and hard work, the Hydra has special draft and leave rules.

The length of the draft is from nine to 12 months with the option

to extend to 18 months if wanted.

Nine-month drafts have the normal leave scale for survey ships overseas, but for over nine months special pre- and post-overseas leave is granted as well.

Those who volunteer to complete 18 months on board are

Holding the baby: Surgeon-Lieut. Peter Collier and LMA Derek Bowles treat a sick child during H.M.S. Hydra's visit to the Solomon Islands.

offered a free flight home for leave about midway through the period or they can have their families abroad with them during the refit period, with full L.O.A.

A careers information office shared by the Royal Navy and R.A.F. was opened at Lee Road, Blackheath, London, by the Mayor of Greenwich. With the Army Recruiting Office next door, the area now has a tri-Service careers information service.

# Hydra's Pacific probe

H.M.S. Hydra's wanderings around the Pacific Ocean sound like an off-beat Cook's Tour — the big difference being that it's certainly no holiday for the men of the survey ship.

With the ship now on her second visit of the year to the Solomon Islands, a party of two officers and a dozen ratings has been detached with the two survey boats to work independently in an unsurveyed area containing many shoal patches and coral reefs.

Meanwhile, the Hydra herself is surveying off the north coasts of Choiseul and Santa Isabel islands, having undergone a three-week assisted maintenance period in Brisbane with the Singapore F.M.G.

### TO FIJI

In September, after three months in the Solomons, the ship will visit Fiji to prepare for her next year's work in that area. Then it is planned to visit Sydney for a few days on the way to Singapore, where the ship will lie up for about three months.

The first 1973 visit to the Solomons was to Honiara, Guadalcanal, the ship having called at Djakarta, the Indonesian capital, and Thursday Island, off the North-

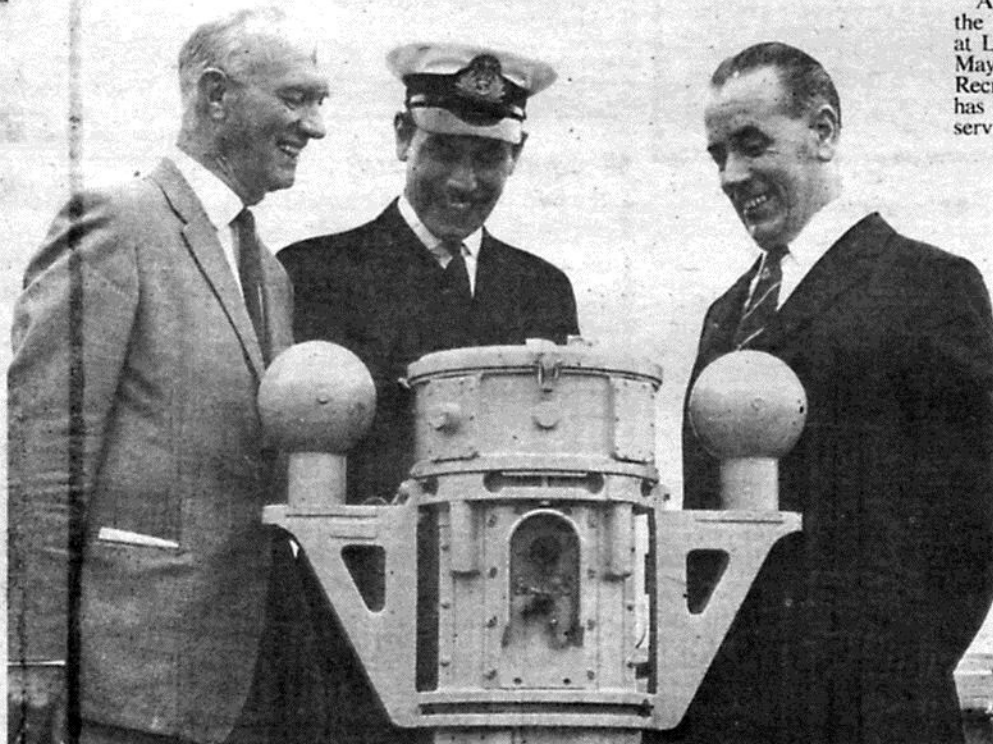
East tip of Australia, en route from Singapore.

Later, the Hydra sailed for the western part of the Protectorate to carry out surveys of the south-western coast of Choiseul Island, of part of the Bougainville Strait, and of about 1,200 square miles between Choiseul and the New Georgia group of islands, where the battle of the Solomon Islands took place in the Second World War.

### WARM WELCOME

There were visits to various ports in the Solomons and the nearby Territory of Papua and New Guinea — places which, though small, extend a warm welcome to the ship even after one occasion when the ship's company drank the only bar's supply of beer for the next three months!

After finishing the two large surveys, the Hydra explored a large reef south of Guadalcanal, finding several unknown islets, including one about 15ft. high noted on previous charts as "Apparently deep water."



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## War service

Among those attending H.M.S. Grenville's 30th birthday party were two members of the first commission during the Second World War — Mr. A. G. Wootton, the ship's chief yeoman, and Lieut.-Cdr. J. C. Waters, R.N. (Rtd), the original gunner's mate. In the picture they are seen on board sharing a joke with the present commanding officer.

Photo: L.Wren D. J. Purves.



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# GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Benefit for  
some families

## Services rent rebate scheme

Families whose rent is excessive in relation to income get rent rebates, and some Service people have benefited from this through applications to local authorities.

Now, however, a separate scheme is being introduced for Service families, although the date has yet to be announced.

There are six pages of somewhat complicated rules to be studied.

Interpretation may be helped by the realization that "is" is a misprint for "if," but even the wisest may feel that it all takes a lot of understanding.

### Some examples

According to tables in the annexe, a married private with three children, living in private furnished accommodation at £7 a week excluding rates, would be entitled to £1.39 rent rebate, but a R.A.F. corporal with two children in a £4.55-a-week married quarter would not be entitled to any rebate.

Families in the lower income bracket should certainly make full inquiries about these rules, and get the benefit where they can.

DCI (General) T 76

(Navy News understands that a simplified explanation of the rent rebate scheme is to be issued as a DCI (RN) very soon.)

### POMA's medal

The Sick Berth Petty Officers' Efficiency Medal for 1973 has been awarded to POMA Blackshaw.

DCI (RN) T 359

One of them lays down that personnel who have more than £800 in the box under the bed are not eligible to apply for rent rebate, but if they have money invested that doesn't count (except as interest in assessing income).

"The amount of rent payable by the individual is calculated as follows: (1) If Gross Weekly Income (sub para a) exceeds Needs allowance (sub para b), 40 per cent. of Basic Rent (sub para c) or £1 is higher plus 17 per cent. of the amount by which Gross Weekly Income exceeds Needs Allowance."

### Chip pan care

The chip pan — in the home or aboard ship — is a number one fire hazard. In the case of galleys the danger is increased when the places are locked for long periods. Where practicable, fixed glass scuttles are to be fitted to galley doors, to enable observation without the need for entry.

DCI (RN) S 79

### Extra 'fives'

Names are announced of the candidates who were successful at the Selection Board for continuance in service for periods of five years beyond 22 or 27 years.

DCI (RN) T 361

### 28 YACHTS FOR HORNET

As part of the "spirit of adventure and character training" policy of the Ministry of Defence, a Joint Service Sailing Centre has been formed at Hornet, Gosport. Three Nicholson 55s have been delivered, one for each of the Services, and a Contessa 32 and three Halcyon 27s have been delivered for the Army. It is anticipated that over the next three years a further five Nicholson 55s will be purchased for the Royal Navy, three Nicholson 55s, three Contessa 32s, and nine Halcyon 27s for the Army, and one Nicholson 55 for the Royal Air Force — a total of 28 yachts.

DCI (General) T 79

### Business life

For settlement in civil life, the Department of Employment run business appreciation courses in Bristol, Portsmouth, and London. Dates are announced for the academic year 1973-74. For method of applying see BR 1797, chapter 12.

DCI (RN) T 363



### Who's for gliding?

Interested in gliding? Naval personnel can make application through Command Adventure Training Officers to take part in a series of courses at R.A.F. Bicester. No previous experience is needed, and no expense is incurred.

DCI (General) T 8

"How come she always gets rebates when her old man's at sea and I don't?"

### Aid to qualify

All junior Weapons and Electrical Branch ratings are to be encouraged to qualify professionally for EMI during their first sea draft, and commanding officers have to ensure that training is arranged to meet this requirement.

The reduced length of first sea drafts has resulted in some ratings being unable to qualify professionally for EMI during this draft, owing to the requirement for six months' service as EM2 before they can apply for the examination.

To overcome this, it has been decided that the professional qualifying examination may be taken after six months' service — regardless of the rate held.

DCI (RN) T 362

### Wine, women...

"The Enjoyment of Wine" and "Ransom for a Nude" may appear to have something in common, but the only association is to be listed among the latest books for issue to ships' libraries.

A splendidly-varied list goes from "Ladies Only" to "The Soviet Manned Space Programme."

DCI (RN) T 374

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## SEA TRIALS FOR MERMAID

Recently commissioned into the Royal Navy and named H.M.S. Mermaid at Chatham, the 2,300-ton frigate which was originally built for the Ghana Navy goes to sea for trials.

The Mermaid was taken over by the Ministry of Defence last October and given a short refit.

Only 10 days after first sailing for trials, H.M.S. Mermaid was involved in a mercy mission in the West Country.

While she was sailing into Torbay on independent exercises early in June, the Coastguard requested her assistance in searching for someone missing after a dinghy overturned off Babbacombe.

Holidaymakers ashore were soon aware of the Navy's presence as the frigate swept into the bay and "Exercise Seaboat and Swimmer of the Watch" became real-life drama. The frigate's seamen and divers assisted the R.N.L.I. and Coastguard in searching until nightfall, but unfortunately the missing person was not found.

The Mermaid's sea trials concluded satis-

factorily and the crew of the last twin four-inch mounting in Royal Navy service gave warning to the Fleet's sharpshooters by constantly straddling a small target with all salvoes during their first practice.

The ship's next task was that of guardship at H.M.S. Ganges parents' day and a week of officers' sea training, before sailing south for a spell as Gibraltar guardship.



# Wotton team save sinking boat

Ratings from H.M.S. Wotton helped save a sinking fishing boat off Portland Bill last month after battling against waist-high water in the steam-filled engine-room.

The MC vessel had set off from Portland on the night of June 5-6 when she sighted distress flares and then found the boat, the Tina Louise, sinking and manoeuvring erratically with her rudder jammed, close to the treacherous Shambles Bank.

The boat's skipper shouted that he had only his wife and one-year-old son on board and asked for help.

As the Wotton manoeuvred alongside the three were taken off and a boarding party and portable pump put on to the boat.

## PUMPED

Despite waist-high water, A.B. Lowings entered the steam-filled engine-room and shut down the engine. Then he and MEM Lynch battled to rig suction hoses while the water rose and the boat continued sinking under them.

Also in the boarding party were Lieut Lawrence (First Lieutenant),

Sub-lieutenant A. Piska, MEM McPherson and LS Clark.

Main cause of the flooding was found to be a burst cooling water pipe and the boat was pumped dry and towed back to Portland.

The skipper of the Tina Louise had bought the boat at Brixham only the day before and was taking it to Scotland.

Slight damage had been done to Wotton's side while she was manoeuvring alongside the Tina Louise and once this was patched up the MCM ship set off again for her summer trials cruise to the Azores.



H.M.S. Wotton and the Tina Louise alongside at Portland after the rescue drama.

## Double farewell for Dido sisters

Two Gillingham sisters both had farewells to say when the frigate H.M.S. Dido sailed from Chatham naval base for duty in the Far East - one to her husband and the other to her boyfriend.

On the left is RO Michael Walker and his wife Mary and with them are Mary's younger sister Rita Meaney and her friend SA Rex Norman.

The Dido, which has been undergoing trials and working up since re-dedicating at Chatham in December, will be away for eight months.



## Double gold for Fisgard brothers

Malcolm and Ian Wickens have more in common than being brothers - both are apprentices at H.M.S. Fisgard and both have the distinction of holding the Duke of Edinburgh's Gold Award.

Now 21, Ian (right) joined the Navy in 1971 as a radio electrical mechanic (air) but switched to aircraft artificer on the same day in January this year that his 17-year-old brother joined H.M.S. Fisgard.

Among the many activities that led to their double gold achievement were a 50-mile hike in Snowdonia, on Outward Bound course, Community Service, and keen work in the amateur boxing world.



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NN/7

## Jim 'wins' £1,000 — on foot

Royal Marines Sgt. Jim Hamer had a celebrated reception committee when he arrived in London after walking 100 miles from Christchurch for charity.

There to congratulate him for "winning" £1,000 for the Royal Variety Club of Great Britain were (left to right) Miss Southport, football personality Jimmy Hill and George Elrick, the Club's King Rat.

The walk, one of many, was organized by Mecca as part of the Club's national appeal week, and Sgt. Hamer was individually sponsored by Mr. Fred Pontin.

Reward for Sgt. Hamer came in the form of a night out in London and lunch with the Duke of Edin-

burgh the next day.

Members of the Variety Club accompanied a party of children on a trip on May 22 to the Royal Naval College, Greenwich, where a cartoon show was arranged by Captain L. N. Goddard, of the Royal Naval Film Corporation.

During the past two years the Club has given £3,750 to the Royal Naval Benevolent Trust to help children of naval families (serving or retired) in need.



## Jobs for the 'old' boys

"Once again we are moving into a situation where many of our employment officers have more good jobs on their books than they have applicants to fill them," said General Lord Bourne (President) presenting the 88th report at the annual meeting of the Regular Forces Employment Association.

Although releases from the Services declined by nine per cent. in 1972, the number of ex-regulars registering with the Association (11,613) was only three per cent. lower than 1971.

Over 9,000 of those registered (78 per cent.) were found jobs — compared with 75 per cent. in 1971.

# CHECK THAT PAY SLIP!

## Award for Marine



Although not a strong swimmer, 26-year-old Royal Marine Robert Wareham dived into the swift-running River Tyne to rescue a drowning woman, supporting her until help arrived.

His action was commended when Major-Gen. R. B. Loudoun presented him with the Ralph Garrett Memorial Award and the Royal Humane Society Testimonial on Vellum at the Royal Marines Commando Training Centre, Lympstone, where R.M. Wareham is serving as a bugler.

The Ralph Garrett Award is made annually to mark an act of outstanding personal initiative by a Royal Marine of the rank of lieutenant or below.

A widow and a petty officer have both written to Navy News concerning the Dependents' Fund article, "Are you sure you belong" (May issue), highlighting once again the importance of checking membership.

"I was extremely pleased to see your article," said Mrs. Mary Bowen, of Shotley (Suffolk). "I think I must be the widow quoted — it would be even worse if there were two of us."

I know my husband thought he had joined the Dependents' Fund, and as late as four days before his sudden death he discussed the merits of his 'belonging' with myself and several messmates.

"I fully agree that it is up to the individual to check through his pay returns that the necessary deductions have been made, but I wonder how many men, other than perhaps writers, check every item that should be deducted from their pay?"

### Understanding

"Like my husband, I am sure that most men would assume that once they had filled in and signed the necessary papers, all would be well."

"Strangely enough the fact that I did not receive the £600 was not in itself upsetting to me, but my husband believed that he had done everything possible to ease my burden should the unbelievable occur, and unfortunately this just wasn't so."

"I cannot stress enough how helpful and understanding the officers and men of H.M.S. Ganges have been to me, not only with this problem but with the numerous other problems that arise when you lose a loved one."

From H.M.S. Rhyl POMEM M. W. Baker wrote to say that on checking at the pay office he found that he was not a member of the Dependents' Fund, when for the last three years he believed himself to be a fully paid-up member, and had told his family so.

"Now it seems," he said, "that because of an error in a pay office, I am not."

"It seems to be that an excellent scheme is losing

credibility because of this flaw in the system."

So what should everybody do now?

"Join" is still sound advice, because the Dependents' Fund costs little and is an instant payment in time of distress.

And how about pay office mistakes?

Between now and August 1 this year, naval personnel who believe themselves to be members should check with their pay office.

### Print-outs

After August 1, no checks will be necessary, because the Dependents' Fund Office will have complete checks as a result of receiving print-outs from the computer "pay machine" at H.M.S. Centurion.

The print-out checks are beginning to work now, but will be in total operation after August 1.

Final point. Men who join the fund may well ask, "why can't we have a Certificate of Membership to show that the machinery has worked properly?"

Undoubtedly it is a point which has not escaped attention, and which may well be looked at again if further difficulties arise.

## Royal walkabout at Greenwich

During a "walkabout" in the grounds of the Royal Naval College, Greenwich, on June 12, the Queen Mother talks to the Under-Secretary of State for Defence for the Royal Navy (Mr. Antony Buck), having attended a short service in the Chapel to mark the centenary of the establishment as a naval college.

The Queen Mother had arrived at Greenwich Pierhead by barge to be met by the Commander-in-Chief Naval Home Command (Admiral Sir Andrew Lewis) and the Admiral President R.N.C. Greenwich (Rear-Admiral E. W. Ellis).



Picture: Chief Phot. Dave Morris

## 'THEIR GIRL' SANDI

Family Favourites presenter Sandi Jones, who has been adopted by H.M.S. Leander as "Our Girl at the B.B.C.," visited the frigate off Portland and witnessed an Ikara missile firing.

She also steered the ship, and announced requests on the ship's S.R.E. during the first programme held on board.

The frigate's recent programme included a visit to Nantes.

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**"Isn't it super! Now he'll be able to buy his sister a wedding present."**

## NEWSVIEW

## 'Profit and loss' of pay rise

Giving with one hand and taking away with the other tends to sour the new pay scales, and some cynical "Irishman's rise" feeling may be expected as a reaction to the increase in food and accommodation charges.

It is true that the increase in pay totals nearly £48m., while the amount recovered from extra charges is only £61m., but at the lower end of the pay scales the individual's outgoing takes a sizeable bite from the rise.

Food and accommodation charges do not necessarily have to be amended at the same time as pay is increased, but in an inflationary situation the alternative would be to raise charges when there was no extra money in the pocket.

In looking at the report of the Review Body, attention is usually directed towards the new scales, and less to the comments which indicate the way the Review Body's thoughts are turning.

## MILITARY SALARY

As a background to the whole situation, the advent of the Military Salary meant that Service men were to have incomes equivalent to their civilian counterparts, and pay their way for food and rent.

The Review Body points out, in justification for the 50p a week plus rates added to married quarters rents, that Service rents were lower than the average rents for similar properties in civil life.

However, there is one paragraph in the report which does accept that it may not be altogether fair to compare council house rents with those for married quarters.

Families wishing to attempt a reasonable domestic life are obliged to move around, and when able to settle and buy a house find themselves faced with a punishing rise in prices. It is good to know that the Review Body have this matter much in mind.

## "PAY AS YOU DINE"

On food, the Review body points out that while the charges exceed the bare cost of the victuals, little contribution is made to overheads. They are taking account of "pay as you dine" experiments, but are not yet in a position to suggest changes in the present methods of charges.

Extra information about the Pay Report may bring better understanding and little immediate consolation, but it is important that the continuing implications of the Military Salary should be fully recognized.

A son of a well-known family, who recently put up his second stripe, may be due to a spot of prize money as a result of an interesting operation involving the survey vessels H.M.S. Fox and H.M.S. Fawn.

Before the two ships could begin their planned surveys in the vicinity of the Leeward Islands in the West Indies, three transportable Decca Hi-Fix stations had to be erected, and certain members of the calibration party are unlikely to forget Pearn's Hill in Antigua, up the steep sides of which they were obliged to swarm with no shelter from the hot sun over a period of several days.

On the arrival of the Fawn, the intention was to bring up-to-date the charts of the banks between Guadaloupe and Anguilla. The banks were last surveyed in the middle of the last century, and good though the surveyors were then, they had inevitably missed many of the small pinnacles which were not dangerous to the size of vessel to those days, but very dangerous to modern big ships.

## She stuck fast

This proved to be the case when one of them found a pinnacle unexpectedly during the evening of Friday the thirteenth — and slap in the middle of the survey area (the incident had already been reported briefly in Navy News).

The Swedish ship *Ariadne*, a bulk carrier of

Royal respect  
to a  
rock

This "mark of respect" from H.M.S. Fox, is to a rock — still known as H.M.S. Diamond Rock because she was never decommissioned.

**Left to right are the quartermaster, Able Seaman T. Sheern, officer-of-the-watch, Lieut. the Prince of Wales, and the commanding officer, Cdr. J. A. L. Myres.**

Picture:  
MEMI H. I. Smith

# Macles of peril

One who would qualify would be Sub-Lieut. the Prince of Wales, who joined Fox for a month while his ship the *Minerva* was in Bermuda for an assisted maintenance period.

When Prince Charles was promoted to acting lieutenant, he was presented with a memento — a small plaque, made by Chief Mechanician F. N. Roberts and Shipwright N. W. Farmer, in the shape of a brass fox with lieutenant's rings on its forepaws, and mounted on a wooden base.

Later the Fox and Fawn passed close to Diamond Rock off the south coast of Martinique, where the customary "marks of respect" were paid.

This rock — a mini Ailsa Craig — was occupied for over two years from 1803 by a naval party who harassed the French until finally dislodged in 1805.

It is customary for naval vessels to pipe H.M.S. Diamond Rock as she was never formally decommissioned.

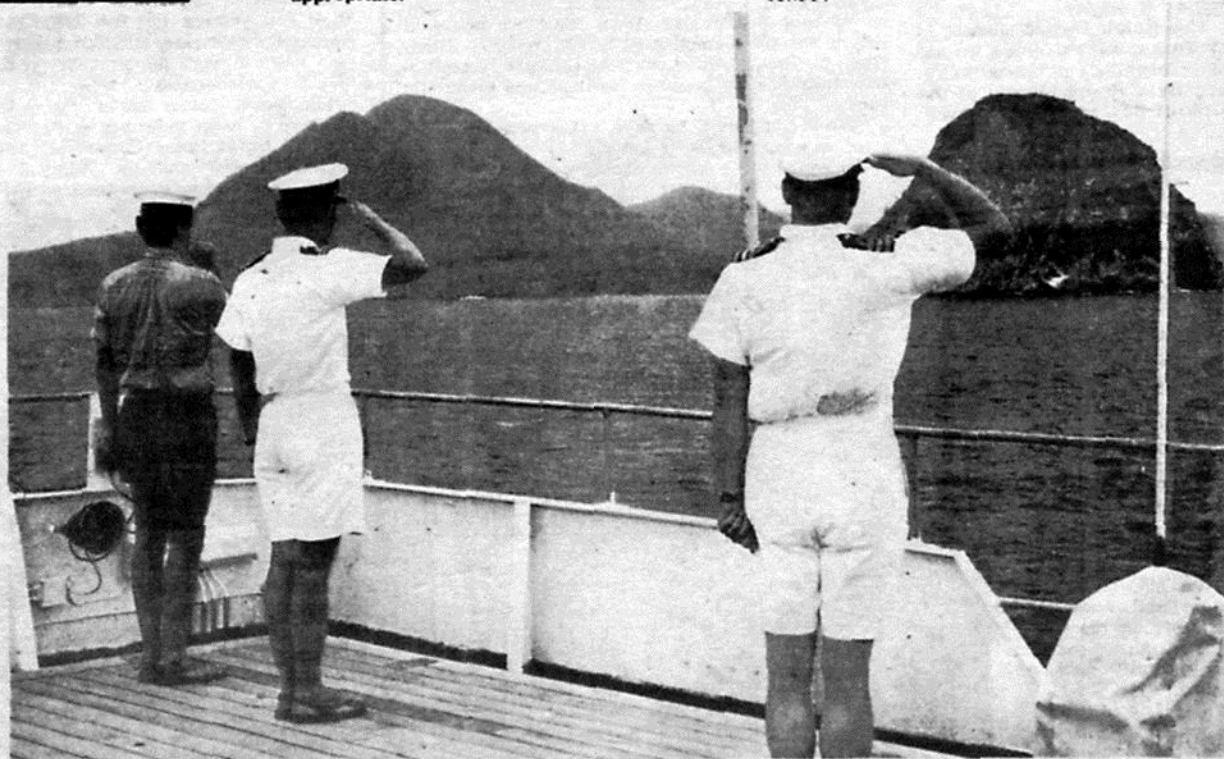
### Found drifting

Numerous further pinnacles were located off Antigua, before the ship headed for St Lucia for a visit by the Commander-in-Chief Fleet (Admiral Sir Edward Ashmore).

A few miles off Antigua the Fox came across an elderly vessel named Olga, drifting with a shattered clutch.

A boarding party of Lieut. C. F. Heron-Watson, POMEM F. Workman, and A/LSJ. K. R. Young secured a tow, and two hours later the helpless ship was anchored off St John's, Antigua.

It is denied, however, that H.M.S. Fox is seeking to change her designation to HMY or HMT!



# Ark airs a few swear words

SIGNING-ON  
CALL SIGN

When American submariner Thomas White signed on for another six years he wanted to do it in a big way — so he hitched a lift in a helicopter and radioed his oath from Britain's largest warship, H.M.S. Ark Royal.

Re-enlistment in the U.S. Navy is traditionally a colourful and novel affair and Radioman First Class White's ceremony was no exception.

He was winched off his submarine, U.S.S. Trumpetfish, by a Sea King helicopter of the Ark's 824 Squadron as the carrier exercised with other Royal Navy and NATO ships in the American Fleet Weapon Range sea areas off Puerto Rico.

When he arrived on board the Ark Radioman White presented his request form to the carrier's captain Captain A. D. Cassidi, to sign, witnessed by the commanding officer of 824 Squadron, Lieut.-Cdr. Donald Shrubbs, who had arranged the ceremony.

Then, speaking by radio to the captain of the Trumpetfish, Radioman White swore the oath of allegiance and extended his 16 years' service by six years.

Before leaving, he was given an



## HALF-HOUR SEA RESCUE

The Ark Royal was involved with H.M.S. Devonshire in a swift night sea rescue when a Gannet 043 of 849B Flight suffered engine failure after launching from the carrier.

After the two observers baled out, the pilot ditched the aircraft, escaped, and was rescued by an 824 Squadron Sea King helicopter. One of

the observers was picked up by the Devonshire's seaboot, acting as night plane guard, and the other by the Ark's seaboot.

The rescue of the three fliers, all uninjured, was completed within 29 minutes of the first distress call being made.

armful of the squadron's "propaganda" of leaflets and stickers, one urging him to "Fly Ark Airways."

Another visitor to the carrier during her time in American waters was Lieut. the Prince of Wales, who was transferred to

the ship by jackstay. With other lieutenants of similar seniority he spent a busy day in the normal course of acquaint visits aimed at broadening his naval knowledge.

During flying operations, the C-in-C Fleet, Admiral Sir Edward Ashmore, and the Senior

Naval Officer, West Indies, Commodore C. Rusby, visited ships in the group, including H.M. ships Devonshire and Diomedé, by helicopter and jackstay transfer.

On the way to American waters, the Ark and the Devonshire

stopped to help a lone sailor whose small boat had been capsize and dismasted in heavy seas. After taking his position and some bread, he continued his passage from Bristol to Bermuda.

Members of the ship's company of the Ark Royal went ashore at Puerto Rico, and later, after two weeks of exercises, visited St Thomas in the Virgin Islands for two days of banyans on the beach.

Back at sea again for another two weeks of flying and exercises before visiting Florida, the ship settled down into its normal routine of work and play, with "horse racing," pistol competitions and band concerts whenever flying operations permitted.

From the Flyco of H.M.S. Ark Royal, Radioman Thomas White, of the U.S. Navy, swears the oath of allegiance, administered by his commanding officer via a radio link from the American submarine Trumpetfish. He is watched by Captain A. D. Cassidi, captain of the Ark Royal (left), who signed the U.S. submariner's request form to re-enlist, and the first lieutenant of the Trumpetfish.



A guard of honour on board H.M.S. Bristol is inspected by Monsieur L'Ingenieur General Rene Block, Directeur of French Missile Range CEL Biscarosse, who is escorted by the ship's commanding officer (Captain R. D. Macdonald).

## Bristol 'toasted' in Bordeaux

First foreign visit for H.M.S. Bristol since commissioning was to Bordeaux, the French city twinned with the city from which the ship takes her name.

The visit coincided with Bordeaux International Trade Fair, at which 65 British companies were represented. The Bristol provided the guard of honour for the British Ambassador to France, Sir Edward Tomkins, when he opened British Day at the fair, the Union flag being hoisted by members of the ship's company.

Playing at 24 official functions during the visit was a 24-strong band of the Junior Rifleman's Company Royal Green-jackets, whose average age is 16. The Green-

jackets have had a long association with the Royal Navy, and were happy to be afloat again in a British warship. The naval crown is incorporated in the regiment's cap badge as a result of the part it played at the Battle of Copenhagen in 1801.

The ship's commanding officer (Capt. R. D. Macdonald), Sir Edward Tomkins and his wife were honoured with claret during an "intronisation" ceremony at Chateau Palmer in the Medoc region. Intronisation dates from the 12th Century and includes being sworn in and then giving a speech in French praising the wine being drunk. Once intronised, members are made welcome at any chateau in the region at any time and are met by a 21-hammer salute on a wine cask.

Crowds enjoyed the ceremony of Beating Retreat and the salute at Sunset was taken by the Ambassador.

For stamp enthusiasts the ship delivered copies of a special first day cover featuring H.M.S. Bristol and the links between the French and British cities.

Former French Premier and Mayor of Bordeaux for 26 years, M. Jacques Chaban-Delmas gave a reception for the ship's company, during which Capt. Macdonald presented the Mayor with one of his drawings of the ship, suitably inscribed.

After visits to four chateaux of the Bordeaux region, members of the ship's company quickly became connoisseurs of the wines of the area.

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Also at Chatham, Devonport, Dunfermline, Gibraltar, Grimsby, Harwich, Helensburgh, Malta, Valletta, Malta-Sliema, Plymouth, Portland, Portsmouth, Southampton, Sudbury, Arbroath, Culdrose, Faslane, Gosport, Lossiemouth, Lympstone, Rosyth, Yeovilton, Newhaven.



With the troops ashore and consolidation in progress, the beach work goes on with the landing of heavy equipment — a task which can be full of hazards due to rough seas or soft earth.

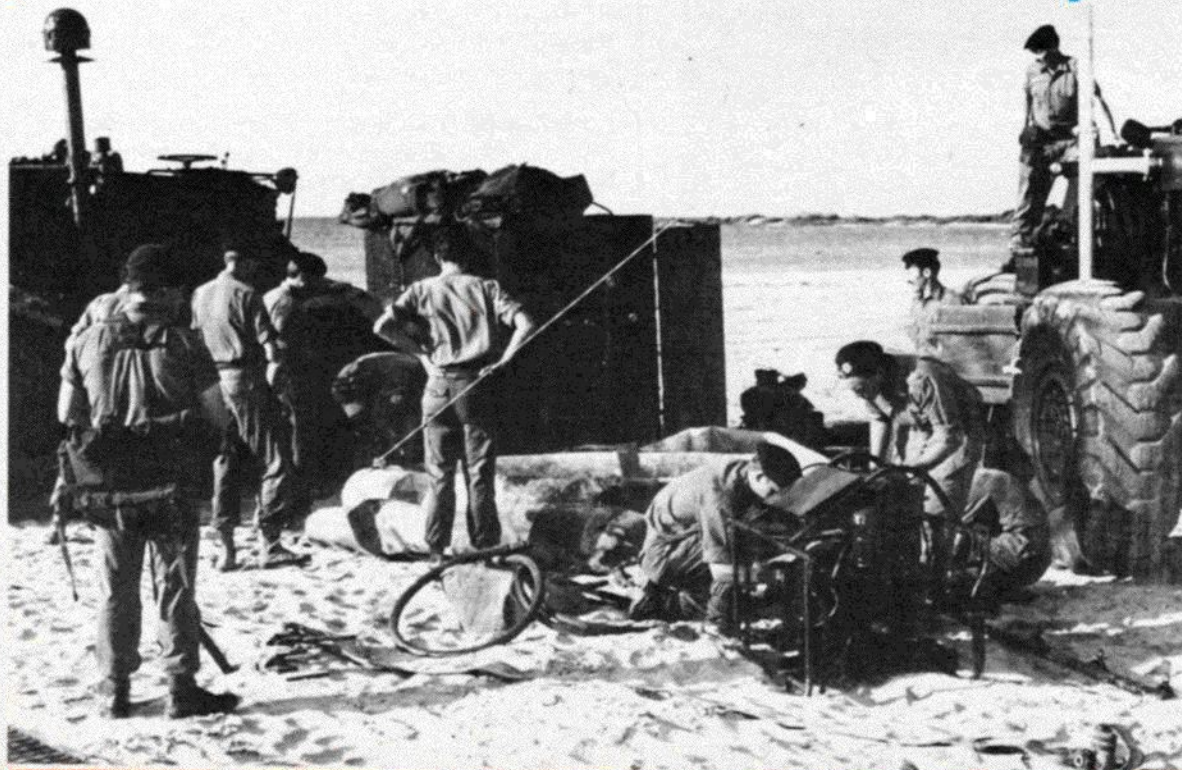
## 'Do it yourself' road

One of the most valuable aids to an assault landing is this portable metal "high-way," unrolled from a huge drum on the front of a mechanical transporter. With this speedily installed, tanks and lorries are soon rolling off the landing craft — always provided that no offshore banks prevent them getting close to the beach. When there are difficulties, men and machines can get a ducking.



## HAVE STORES, WILL TRAVEL

For even the most modest of landings, unopposed or opposed, an incredible amount of equipment and supplies is required. Besides petrol and ammunition, communications have to be set up and preparations made to provide the grub.



## Surf, sand and the Royals

"Stand by to beach" is yelled above the roar of surf, and within seconds landing craft have their bow doors down and troops are fanning out to take up positions . . . Another Royal Marines exercise is under way.

Troubles can start before that point, and plenty more can happen in the succeeding minutes as landing craft ground and slew on offshore sandbanks, Royals find themselves unexpectedly up to their necks in water, heavy mechanized vehicles break a firm surface into soft sand, and general chaos seems about to set in.

What do you do when a tank recovery vehicle jams in reverse with its tail up against a cliff? Fifty tons of deadweight to do something about.

But it happens — that and a thousand other things.

"Jeeze," murmurs the observer, "it's a good job there isn't a war on or they wouldn't have lasted five minutes."

But difficulties are what it is all about.

In exercises, as in the real thing, communications develop faults, winds change, vehicles churn their wheels helplessly, and unusual obstacles present themselves.

New men have to be trained all the time to build up their store of experience, learn how to overcome, and pass on their knowledge to the next lot coming on.

### 'Like swans'

"It always reminds me of swans," said a Royal. "All smooth and graceful on top and paddling away like mad underneath."

The exercise of landing troops on a foreign shore is one of the most frequently performed training activities of the Royal Marines.

In the U.K., training beaches are so well known that few gremlins are left to jump up and bite the landing parties, but unknown areas seldom fail to produce at least one unexpected situation.



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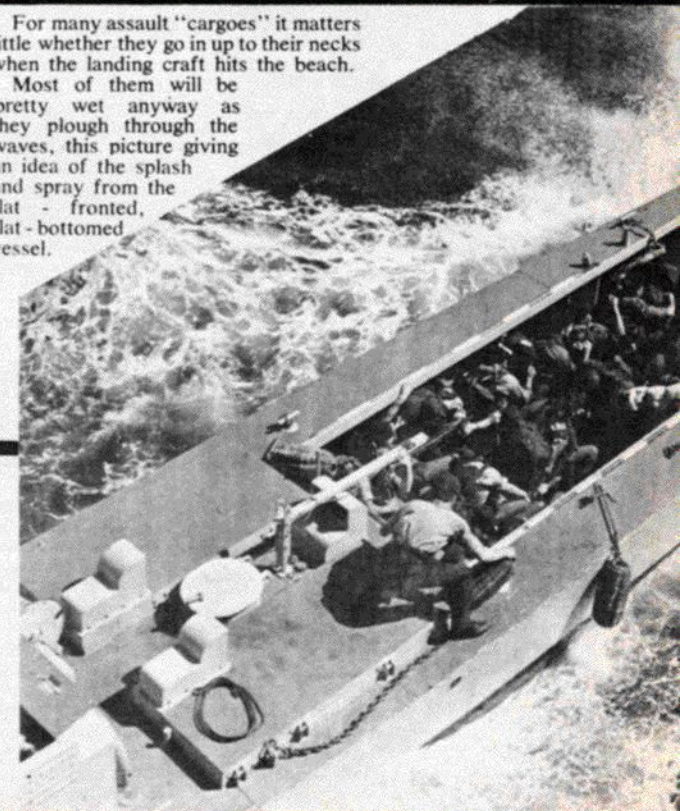
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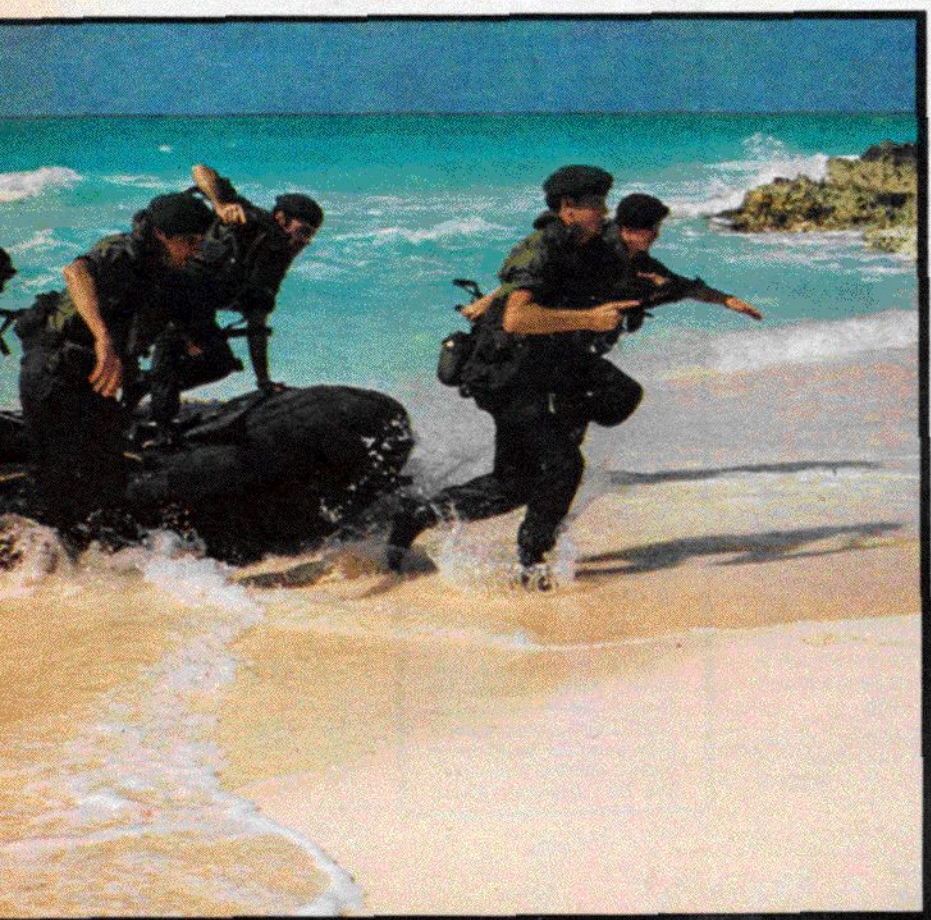
## Soon be up to their

For many assault "cargoes" it matters little whether they go in up to their necks when the landing craft hits the beach.

Most of them will be pretty wet anyway as they plough through the waves, this picture giving an idea of the splash and spray from the flat-fronted, flat-bottomed vessel.



# THE TOUGH WAY TO GO ASHORE ...



◀ This is the drama of the assault landing, bringing memories of D-Day and Okinawa. First arrivals are likely to be the Gemini craft parties, taking divers to clear obstacles for the main force. Then the assault craft stream in, bow doors crash down, and the Royals are fanning

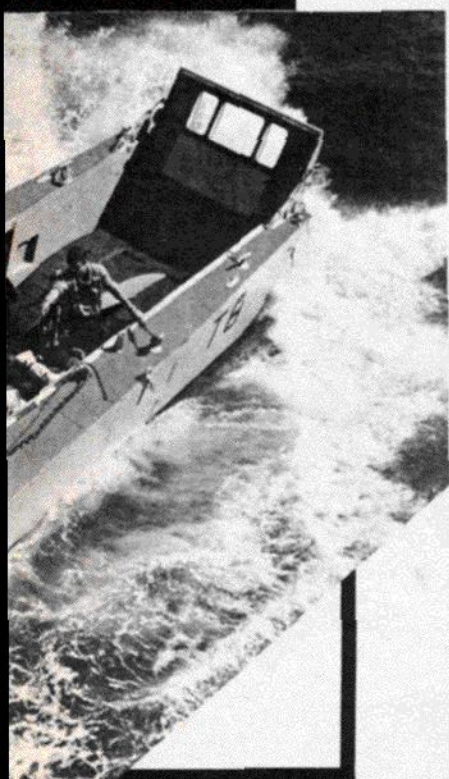
out to secure their initial positions. It is not always possible to lay on sunny skies or golden sands — even for an exercise such as this. The sea is very wet, but conditions are rather more cheerful when it is warm!

carriers of  
ins — or  
butter

er, virtually nothing is left to  
weather reports are studied,  
opped out, and frogmen in  
boats "recce" the area.  
ding craft appear, leading  
set up to show the way in,  
are worked out so that the  
don't arrive before the  
and everybody understands

le thing can be a piece of  
when your teeth crunch on  
ss that the fun begins.  
rcise last month can be  
erent when performed in  
place this month — pelting  
ad of sunshine, onshore  
d of offshore, spring tides  
neaps.  
e, of course, a few other  
pleasantries such as mos-  
leeches.  
ames" can arouse acid  
among untutored civvies,

necks?



and a touch of heavy sarcasm is not altogether unknown among the participants, but the Royals who do the plunging into wet waves have good reason for long memories.

Since the D-Day landings marked the "beginning of the end" of the Second World War, the "real stuff" has still been going on. Remember Korea? The Inchon landing was a classic of the problems which have to be faced. There have been a lot more since then — on a lesser scale it is true, but the genuine article for all that.

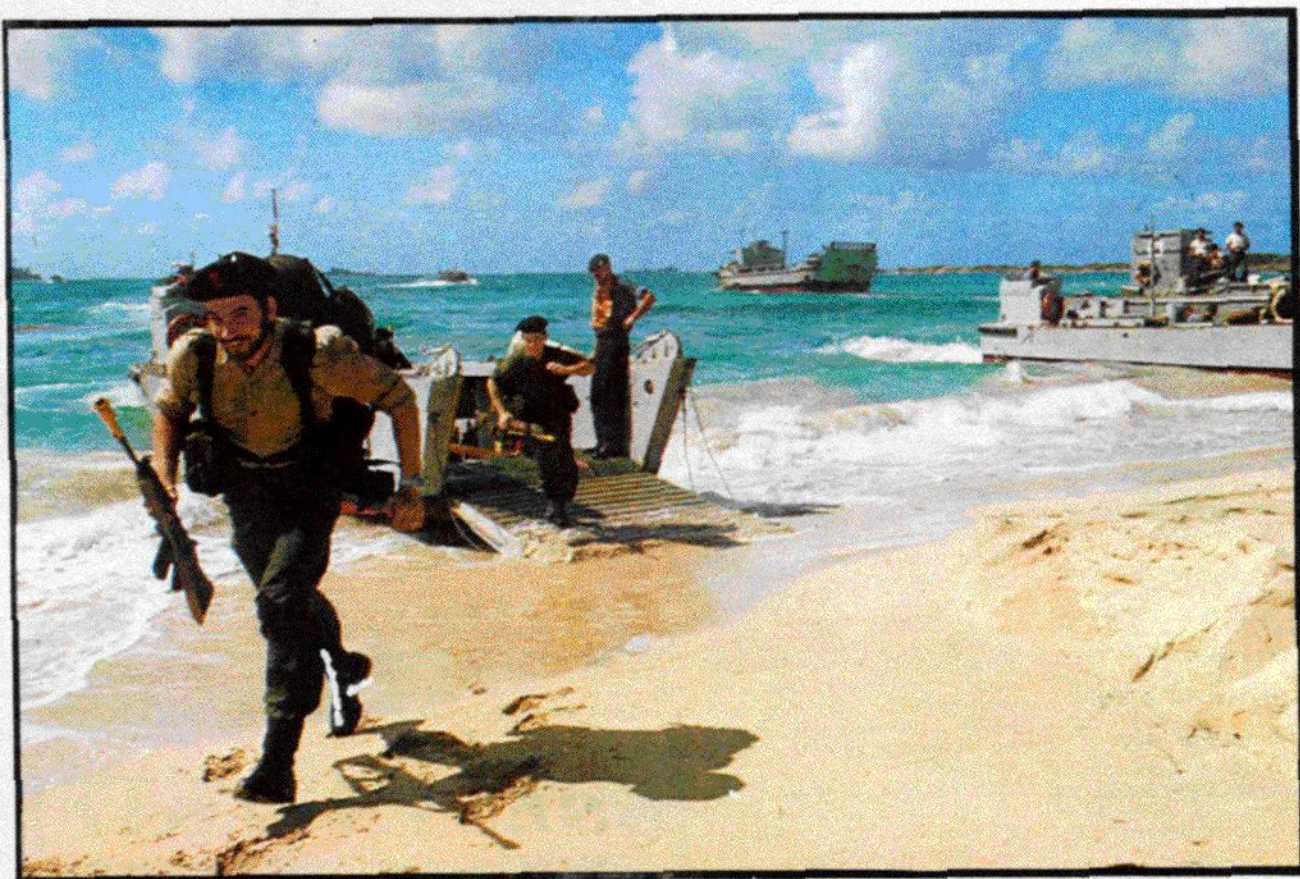
## 'Instant aid'

Defence expertise is never wasted, if only as an insurance premium to lessen the danger of something ugly developing, and landing skills also have important fringe benefits.

In time of natural calamity only the Forces have "instant aid" at the ready, the outstanding example of recent years being the Pakistan flood disaster.

Today, Royals sweeping out from landing craft may well be carrying butter instead of guns. The mercy mission is the more rewarding, and they just hope that in their Service life they will always have to meet reception parties who look on with gratitude.

But it's a funny world. Soldiers from the sea have to be ready for anything.



## Beach 'traffic wardens'

It all looks rather relaxed on the beach as the "traffic wardens" guide assault craft, but this was only an exercise.

In any case, landings progressing with cool efficiency are much more likely to succeed than a panic rushing about.



## NEW ON THE BOOKSHELF

# The Red Flag

## Mutiny drama

Men may take up arms against an oppressor, the Tolpuddle Martyrs may be banished on convict ships to Australia, but no rebellion or co-operative act is liable to convey the same sense of drama as that one word — mutiny.

The effect is in fact a reflection of the stern discipline of the sea, and the shock when the accepted order is suddenly shattered.

Of all places for men to rise against their officers, none was more unlikely than a "workers' committee" style of action in the Imperial German Navy of the First World War, yet this did in fact happen when a spark lit the gunpowder of smouldering resentments.

Professor Daniel Horn, who has already delved into the collapse of the Kaiser's navy in "The Private War of

Seaman Stumpf" has now written "MUTINY ON THE HIGH SEAS," published by Leslie Frewin (price £3.30).

Painstakingly — almost painfully — he digs into the archives now available to nail as a lie the claim that the mutinies were the result of Leftist subversion of the stokers and sailors, but many readers may find themselves less interested

in the political implications than the absorbing account of a feudal maritime force.

To us now, it is not the mutinies which seem incredible, but the fact that they took so long to explode, yet it must be remembered that a Royal Navy admiral of like vintage yelled almost in hysteria because a common sailor

actually brushed against him.

The evidence assembled by Professor Horn is a total indictment of the officer corps, unmoved against growing democratic rumblings.

### Last straw

Not the least of the factors leading to the end of the old navy was the enlistment for war service of factory workers who had tasted the power of the shop floor, but the last straw was the "suicide mission" idea of the German admirals to sail forth into a final battle with the British.

The war-weary sailors decided that they would not be the sacrifice for the officers to restore their image in a bloody but glorious fate.

Whether Communist or not, the Red Flag was hoisted and the history of the Imperial Navy came to an end.

## Gunboats caught up in history

Mention of the Yangtze River gunboats is to stir Royal Navy memories of strange days on service in China, amid heroism, bloodshed, and a restraint only paralleled to some extent by events in Northern Ireland.

Now Martin H. Brice has set down the story of "The Royal Navy and the Sino-Japanese Incident," published by Ian Allan Ltd. (price £3).

Here once again is the world of Ladybird, Bee, Grasshopper, Aphid, Scarab, Cockchafer, and all the others, described against the historical events in which they were caught up.

According to Mr. Brice, the Second World War began in the Far East in 1937 when the Japanese embarked on the conquest of China.

appeasement" which led to Japan's contempt of the West and Pearl Harbour.

The Royal Navy were bystanders in the butchery around them in China, the sickening events preparing them for the brutality of the Japanese armies in 1941 onwards.

Few readers will disagree with Admiral Bayly's belief that Mr. Brice "has done a service in recording the Royal Navy's involvement in this almost-forgotten collapse of will against an aggressor."

### Bystanders

In a foreword to the book, Vice-Admiral Sir Patrick Bayly denounces "the British Government's failure to take an effective lead or stand of any sort," and the resultant "abject

### TO MED. BY CANAL

## Easy trip — or is it?

Of all sailing journeys, none can be more documented than going to the Mediterranean via the French canals.

For scores of enthusiasts it is the long sea voyage the easy way — until they try, and find themselves in rapids, crunched by enormous working barges, eaten alive by mosquitoes, marooned by breakdowns, and generally having their "Thames on a sunny day" dreams shattered.

However, most of them eventually make it, arriving as like as not on a summer gale or the worst rain in living memory.

Everybody has a tale to tell, and most of them seem to decide it should be a book, the latest being "AN AFFAIR WITH THE SEA" by James Richards (Leslie Frewin Publishers, Ltd., price £2.50).

Mr. Richards went farther than the canals — he managed to get his 30-foot motor-sailer to the Greek Islands — and his racy yarn is worth the telling, being as much an account of the characters he met as the voyaging problems. Lively stuff.

### Small boat guide

That "been here before" feeling is rather inevitable when picking up a book entitled "MODERN SMALL BOAT SAILING," and it is so with John Hart's work which is published by G. Bell and Sons, Ltd. (price £3.50).

The author, however, speaks with exceptional authority, having taught sailing for 25 years, and having been a former chief instructor at the National Sailing Centre, Cowes.

His book is very thorough, and can serve as a guide for those who wish to qualify for any of the Royal Yachting Association certificates.

## Romance and reality

British ego has fed bountifully on the exploits of her sons of the sea, and particularly on the buccaneering exploits against the French and Spanish, but a peep behind the romance into the facts of history offer a better understanding of what it was all about.

For centuries the threat of invasion hung over England — at one time the Isle of Wight was occupied — and in the end by a strange quirk of fate these shores provided the launching platform for the greatest force in the opposite direction.

The seriousness of that threat from across the Channel is emphasized in "A HISTORY OF THE FRENCH NAVY" by E. H. Jenkins (Macdonald and Jane's, price £5), the first account of its kind to be published in English.

### To nuclear age

This scholarly work ranges from the year 1217 to the Second World War, with an appendix bringing the story into the nuclear age.

The book will be a valuable reference for students, but also has a deep interest for naval enthusiasts old enough to remember the Second World War.

Too much was happening to recall the detail of the picture, and it is well worth reading now the tragedy of the French Navy in the Nazi years.

## ULTIMATE WEAPON THE SUB?

An irritation to all students of today's world is that they feel themselves to sound like parrots when they talk of the importance of sea power. They gaze in uncomprehending disbelief at the dead apathy which has strangled understanding of what is going on under everybody's eyes.

The depths of the oceans hold the secrets of tomorrow's food, and no Jules Verne is needed to recognize the same environment for major battles of the future.

One of the best known of Fleet Street's defence correspondents, Commander Nicholas Whitestone, has made his own

## assessment in "THE SUBMARINE: THE ULTIMATE WEAPON," published by Carmen Callil Ltd. (price £2.50).

To infer any weaponry finality in this moon age may appear rash, yet all the nuclear wonders have served but to enhance the power of the submarine, which only human error in two world wars prevented from emerging as the winning card.

Aided by nuclear propulsion beyond the dreams of a half-century ago, the submarine

has no challenger to the stealthy attack, and the concealed defence of appalling destructiveness.

Cdr. Whitestone points a questioning finger at the Royal Navy's concept of a balanced fleet, "a bit of everything and not enough of anything," and wonders whether each European nation should make its defence contribution — for instance Britain and France nuclear submarines; Holland, Italy and Germany concentrating on frigates; and so on.

The idea is worth pursuing if only for one reason — to see if any threat of any kind can ever awaken a clamour of defence interest in the British people.

## 'Bull' boys remember

Least affected of all the Services was the Royal Navy. In a typical year, for every National Serviceman in the Navy there were 12 in the R.A.F. and 31 in the Army. One reason was that no destroyer or aircraft carrier could successfully see action with

even half a complement of conscripts who had only a few months' service, and the Navy could afford to pick and choose its National Servicemen to an extent not possible in the other Services. But the National Serviceman was certainly useful to the Navy, says the book.

Richard Key, whose service included nine months on the lower deck in the Mediterranean before he was commissioned, writes that he looks back on his time as "two years of enforced growing up."

## WRENS AFLOAT

Wrens visit Poole and prepare to take to the water: They were at the Amphibious Training Unit, Royal Marines for a week's canoe course, the first held there for them. Formerly the courses were conducted at the R.M. Barracks, Eastney.

Pictured with the Wrens is their instructor, WO2 Thomas Shenton, who is a canoeist of international standard.



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## DEVIL TO PAY

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JOHN MURRAY



# Gold strike at Mill Hill

At the Forces Postal Depot at Mill Hill the small naval contingent has again struck gold. Under the leadership of Lieut. P. H. Fairless, the team of regulators within the Army complex are responsible for the efficient despatch of mails to R.N. and R.F.A. ships throughout the world.

To achieve this they rely heavily on their tiny communications centre which handles an average of 3,000 signals a month, to keep in contact with the Fleet.

The centre, under the supervision

of Mrs. Netta Lait, a civilian teleprinter operator who also trains the temporary staff of Royal Engineers, last year received recognition for the services provided, in the form of a gold Comstar award.

Now this small, but highly important office far away from the glamour of the Fleet, has repeated the achievement and won another "gold" for top efficiency in signal traffic.

With Mrs. Lait and Lieut. Fairless in the picture is RPO Roger Sedgley.

## YARMOUTH RESCUE

H.M.S. Yarmouth escorted a 47ft. fishing boat into Falmouth on June 20 after the Snowdrop, with a party of seven on board, had sprung a leak 20 miles off the Cornish coast.

Rear-Admiral A. B. Webb places a glittering tiara on the head of Miss Sultan, Lynda Joy Chaplin.



With a middle name like Joy, how can you fail to be happy — especially when you are being crowned Miss Sultan Personality Girl?

The ceremony took place when 20-year-old Wren Lynda Joy Chaplin, a general writer in H.M.S. Centurion, was elected to the title by a panel of judges at a grand gala evening in aid of the King George V Fund for Sailors.

Lynda was crowned with a tiara by Rear-Admiral A. B. Webb, Flag Officer Admiralty Interview Board, whose wife was the principal judge.

Runner-up was 24-year-old Leading Wren Doreen Enright, a stores assistant in H.M.S. Sultan, who is married to a radio electrical artificer. Miss Celia Grubb (20), a civilian clerical officer at H.M.S. Centurion, was third.



## £10 crossword

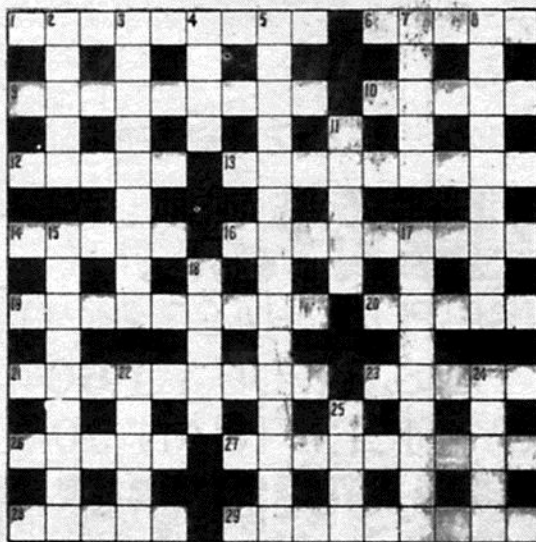
Below is the second in the new series of Navy News crosswords. Entries close on July 26 and should be addressed to Crossword No. 2, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.

### ACROSS

1. High flier brought down by seaman gunner (9)
6. Quarrels could make you stiff (5)
9. Cheats roost in a way involved with the imps (9)
10. Young men of the stage (5)
12. Sit with the O.C. — you'd make a long-suffering type (5)
13. Hi! Archery is different for top people (9)
14. Mackerel catcher (5)
16. Throw heather to show how pleased you are (9)
19. Make sure that there is no loss suffered (9)
20. Entertain . . . but employ after one morning (5)
21. Start a model T, perhaps, on the Avon? (9)
23. Surely it's unnecessary reading matter, advising it to drink . . . and drink again (5)
26. Light light! (5)
27. Cans Diana get mixed up all over North America (9)
28. Cosset little Alfred — a bit of a flower! (5)
29. The stick-it quality (9)

### DOWN

2. That's enough (5)
3. I tame Oban in a hateful way (9)
4. I make it angry (4)
5. No deviationist goes this way (15)
7. Apartment close to The Bull? (5)
8. They don't stand a chance in the big change! (9)
11. His work is remembered although he was for ever clowning (5)
15. Enter Peta. Do you get it? (9)
17. It holds the road comfortably (9)
18. Get together (5)
22. Playground (5)
24. That old fright of a classical scholar! (5)
25. Headquarters for low types? (4)



Name .....

Address .....

### SOLUTION 1

**Across:** 1, Morning; 5, Solaced; 9, Tales; 10, Nightcaps; 11, Righteous; 12, These; 13, Ditto; 15, Iheids; 16, Irdeco-rum; 19, Sinus; 21, Clamp; 23, Pronounce; 25, Threesome; 26, Twist; 27, Dynasty; 28, Strayed.  
**Down:** 1, Matured; 2, Relegated; 3, Inset; 4, Twist; 5, Sighs; 6, Latitudes; 7, Grave; 8, Dusters; 14, Occupiers; 16, Composers; 17, Nonentity; 18, Incited; 20, Sweated; 22, Aaron; 23, Peony; 24, Otter.

Winner of National Savings gift tokens value £10 for the first of the new crossword series was Mrs. A. E. Todd, of Rosehill, Burnley, Lancs.

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## 'Thanks for your help'

Data from the questionnaires completed by more than 3,000 members of the Communications Branch during a "comprehensive occupational analysis trial" were punched on to magnetic tape and flown to the United States on June 15 for feeding into the U.S. Navy computer.

Members of the analysis team from the Naval Manpower Utilisation Unit, based at H.M.S. Vernon, Portsmouth, followed a week later and hope to return with the computer print-outs later this month.

They were most impressed by the standard of the completed questionnaires and by the general interest shown in the trial. Through Navy News, they expressed their thanks to the many people, communicators and others, who have helped with the administration of the project.

"We will do our best to ensure that our analysis, due out later this year, reflects this enthusiastic support from the Fleet."

### ISLAND VISIT

Two members of the 1st Fast Training Boat Squadron, H.M.S. Cutlass and H.M.S. Scimitar, visited Sandown, Isle of Wight, for a day out in June.

A third member, H.M.S. Sabre, was unable to make the trip, but wives and children of her crew joined those on board the Cutlass and the Scimitar and enjoyed the helicopter and hovercraft demonstrations.



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# APPOINTMENTS

## New First Sea Lord

Admiral Sir Edward Ashmore is to be Chief of Naval Staff and First Sea Lord in March 1974 in succession to Admiral Sir Michael Pollock.

Admiral Ashmore served on the China station before the Second World War, during which he was awarded the D.S.C. when serving in H.M.S. Middleton on a convoy to Malta.

He also took part in the Norwegian campaign and in Russian convoy operations. Later, after specialising in communications, he served in the Pacific and was Mentioned in Despatches.

In 1946 he qualified as a Russian interpreter and afterwards was Assistant Naval Attache in Moscow.

Subsequent appointments included command of the despatch vessel H.M.S. Alert; Captain(F) of the 6th Frigate

Squadron in command of H.M.S. Blackpool; and Commander British Forces Caribbean Area and Senior Naval Officer, West Indies.

He was promoted rear-admiral in 1965 and became Assistant Chief of Defence Staff (Signals). In 1967 he became Flag Officer Second-in-Command Far East Fleet and at the end of the following year was appointed Vice-Chief of Naval Staff.

### NATO POSTS

Admiral Ashmore took over as Commander-in-Chief Western Fleet in September 1971 and became Commander-in-Chief Fleet in November that year. This appointment also carries the NATO posts of Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic Area.

He is the son of Vice-Admiral L. H. Ashmore and his younger

brother, Vice-Admiral Sir Peter W. B. Ashmore, is Master of the Royal Household.

Other appointments recently announced include:  
 Capt. F. W. Hearn. For duty with DGNMT, June 18, 1973. (To continue to serve as commodore).  
 Capt. P. J. Shaw. Drake as Capt. of the Port and Queen's Harbourmaster Plymouth, December 7.  
 Capt. G. M. K. Brewer. Juno in command and as Capt. F4, January 4.

Capt. A. P. Comrie. Daedalus in command, January 28.  
 Capt. R. G. A. Fitch. Apollo in command, July 18.  
 Cdr. C. J. Caughey. Jaguar in command, May 18, 1973.  
 Cdr. P. G. V. Dingemans. Berwick June 25, 1973 and in command.  
 Cdr. J. Manley. Tartar in command, October 14.  
 Cdr. R. C. Whiteside. Renown in command Starboard Crew, January 15.  
 Lieut-Cdr. I. M. Hine. Brinton October 15 and in command.  
 Lieut-Cdr. J. S. Coggins. Wolverton in command, June 25, 1973.  
 Lieut. J. R. L. Turner. Bossington December 17 and in command.  
 Lieut. D. A. Pritchard. Kellington in command, December 12.  
 Lieut. A. W. J. West. Yarnon November 6 and in command.



Admiral  
Sir Edward Ashmore

## Tiger heads East

H.M.S. Tiger left Portsmouth in June en route for the Far East.

She is wearing the flag of the Flag Officer Second Flotilla, Rear-Admiral R. P. Clayton, and in company are H.M. submarine Dreadnought, H.M. ships Dido and Hermione, R.F.A.s Regent and Tidespring and two Dutch Navy frigates.

In the picture the Tiger leads other ships of the flotilla.

One pleasant task for a dozen members of the cruiser's ship's company before sailing was to act as judges as a beauty contest to decide the title Miss TV Times (Southern).

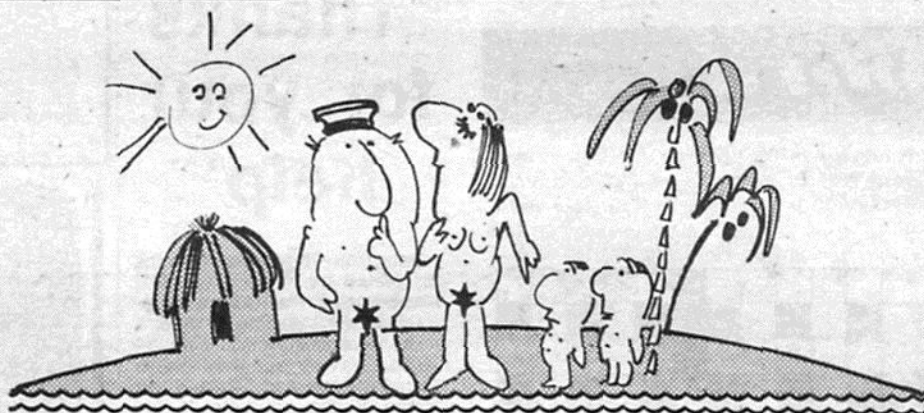


### IN MEMORIAM

D. K. Cross. LRO(G). D060637. H.M.S. Reclaim. May 5.  
 R. L. Allsford. A/RS. D067203. H.M.S. Warrior. Missing, presumed drowned, May 12.  
 R. Wilkie. LS. D074667. H.M.S. Gurkha. May 26.  
 B. R. Allbutt. REM1. D119403. H.M.S. Mohawk. May 26.  
 N. R. Grant. AA2. D098685. H.M.S. Osprey. May 31.  
 Lieut. B. J. Warwick. June 13.  
 Lieut. D. J. Hiscock. R.M. June 13.  
 Lieut.-Cdr. M. J. Faulks. June 16.

### FOUR SHIPS IN FULL COLOUR

Navy News readers may like to know that copies are still available of the first four ships in the new colour picture series — Ark Royal, Antrim, Blake, and Fearless. The pictures are printed on glossy art paper and cost 30p each, or £1 for the set of four (postage included). Orders should be sent to Business Manager, Navy News, R.N. Barracks, Portsmouth.



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**DIARY PAGE***Stationed in a waiting room...***In lieu of an office!***(For the sake of convenience)*

"Step into my office," says Cdr. Geoff Harris as he directs Rear Admiral Martin N. Lucey, Flag Officer Scotland and Northern Ireland, towards the former ladies' waiting room of a railway station!

Cdr. Harris, Resident Naval Officer at Kyle of Lochalsh — a hop, skip and jump from the beautiful Isle of Skye — has taken local charge of the build-up for BUTEC, the new British Underwater Test Centre.

And because of the lack of office space in the tiny community, the Navy

acquired for him the most "convenient" office that could be found — at Kyle of Lochalsh railway station.

As the BUTEC project expands, it is hoped that the station's disused snack bar will be converted to more naval office space.

**Information**

Meanwhile, Cdr. Harris has become quite used to telling passing members of the public the time of the next train to Inverness and where to get a cup of tea before the train pulls out.

Admiral Lucey dropped in on the unusual set-up during his visit to the Western Isles. His flagship, H.M.S. Lincoln, called at many of the smaller ports along the western coast of Scotland.

**Phoebe funny**

On board H.M.S. Phoebe, the frigate used by the B.B.C. to film parts of their current drama series, "Warship," it was said jocularly that one could distinguish the cast from the real crew because the actors were the ones with short hair! The Phoebe spent three days at her adopted town, Bournemouth, from June 22 before returning to Chatham for leave and maintenance.

**U.S. MOVIE 'ROLE' FOR C.P.O. BRIAN**

Movie-man Brian Robertson has arrived in the United States with three appropriate ambitions — "to go to a drive-in theatre, ride in a Western saddle, and visit Disney World."

But Brian (right) is a movie-man with a difference. He is a chief petty officer in the Royal Navy who has joined the staff of the American Naval School of Photography in Pensacola, Florida on an exchange basis to teach students the art of motion picture photography.

Before starting to teach, 34-year-old Brian is himself completing a short course as a student to become more familiar with the training methods and technical terms used in the American Navy.

He hopes that his wife, Jean, a former PO Wren, and their two sons Stuart and David will be able to join him for his two-and-a-half year stay.

**● A century**

An exhibition entitled "A Century of Service," illustrating the naval service of Admiral of the Fleet Earl Mountbatten and that of his father, brother, and nephew was opened by the Admiral at the Imperial War Museum, London, on May 30.

**Helo and goodbye in Cyprus**

H.M.S. Fife's visit to Famagusta, Cyprus, gave Assistant Steward Malcolm Bell the chance to see his sister, Mary, for the first time for two years.

SACW Mary Bell, S.E.N., a nurse at the R.A.F. Hospital, Akrotiri, invited her 17-year-old brother to a dance there on the evening before the ship was due to sail.

The next day, to save him the 80-mile trip back to Famagusta, he was collected by the Fife's Wessex helicopter as the ship steamed past Akrotiri on her way to Athens.

Mary has another brother in the Navy — Michael, serving as a radio operator in H.M.S. Mauritius.



● H.M.S. Fife's Wessex helicopter arrives at R.A.F. Akrotiri to pick up Assistant Steward Malcolm Bell after his reunion with his sister, SACW Mary Bell.

**MEET TWO CHATHAM CHARMERS**

Sailors at H.M.S. Pembroke will miss 22-year-old Senior Naval Nurse Elizabeth Jennings, who is leaving to work in the Royal Naval Hospital in Mauritius, one of the Service's main overseas radio communications centres.

As the only naval nurse working in the sick bay at H.M.S. Pembroke she has become popular as "the little nurse with the big reputation," always sparing time to help people.

Before moving to Chatham in September she served at Plymouth and in naval hospitals in Malta.

Picture: LA L. Warr.



It's a pity 21-year-old Pauline Deary can't use her vocal cords in her work — for her music hath charms to soothe the savage toothache.

On duty, Pauline is a dental hygienist in the Women's Royal Naval Service at the R.N. Supply and Secretariat School, Chatham.

Off duty, she travels to Portsmouth at week-ends to sing with The Brackens, a popular folk trio she joined last year when she was training. They are now kept busy with bookings at folk clubs.

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# One last time, lads - from the top!

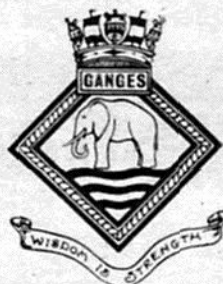


"Come off it, Mum, I've been up here tons of times on my own."

Standing at the salute on an 11-inch diameter "button" more than 143 feet above the ground is not everyone's idea of the best way to gain fame and fortune!

But 16-year-old JEM Alan Ferguson, of Chester, made light work of the daunting experience on Mast Manning Day (June 14) at H.M.S. Ganges. As a result, he achieved fame as the last-but-one Ganges Button Boy, and "fortune" in the form of a Queen Elizabeth II gold sovereign set in a commemorative plaque and presented to him by the Duke of Edinburgh.

The Duke's attendance emphasized the importance of the day for H.M.S. Ganges. It marked the end of an era for the establishment, which because of the decision to raise the school-leaving age to 16, has already taken its last entry of 15-year-olds.



Mast manning — a traditional and time-honoured form of greeting at sea in the days of sailing vessels — and ceremonial sunset, formed the climax to the day.

The combined band of the Royal Marines and Junior Bugle Band led the mast manners on to the parade ground with the Royal guard and piping party, and as the "Cordelia Fanfare" died away (the Ganges mast was originally the foremast of H.M.S. Cordelia) the manners were "piped aloft."

With slow and deliberate movements the 82 Juniors took their places and while ceremonial sunset was played, and the Ensign lowered, JEM Ferguson stood at the salute on the button.

Seconds after the pipe "Clear the Mast" he was running across the parade ground to receive his sovereign — a special gift which this year replaced the traditional "reward" for the Button Boy, a silver crown piece.

The cool-headed Junior afterwards admitted that the sprint across the parade ground had left him more breathless than his ascent of the mast!

On leaving the dais the Duke spoke to JEM Ferguson's mother, and his brother, NAM Iain Ferguson, at present serving with the Fleet Air Arm in H.M.S. Heron, the R.N. Air station Yeovilton.

During his visit the Duke also met the man who is thought to be the oldest surviving ex-Ganges boy, 94-year-old Mr. Sam Wolton, of Sutton, near Ipswich.

Mr. Wolton joined the three-masted H.M.S. Ganges as a Boy 2nd Class in August 1894, long before the shore establishment at Shotley was built. He served in many ships during his 24 years at sea, and was on board H.M.S. Powerful in 1900 bringing soldiers back from Ladysmith after the Boer War. He has been on a naval pension now for 54 years.

The Duke spent several minutes with Mr. Wolton before going on to meet other ex-Ganges boys, Button Boys and former Ganges captains.

Earlier in the day the Duke had arrived by road from Ipswich to be welcomed by Admiral Sir Andrew Lewis, C.-in-C. Naval Home Command; Rear-Admiral W. Williams, and the captain of H.M.S. Ganges, Capt. W. N. Ash.

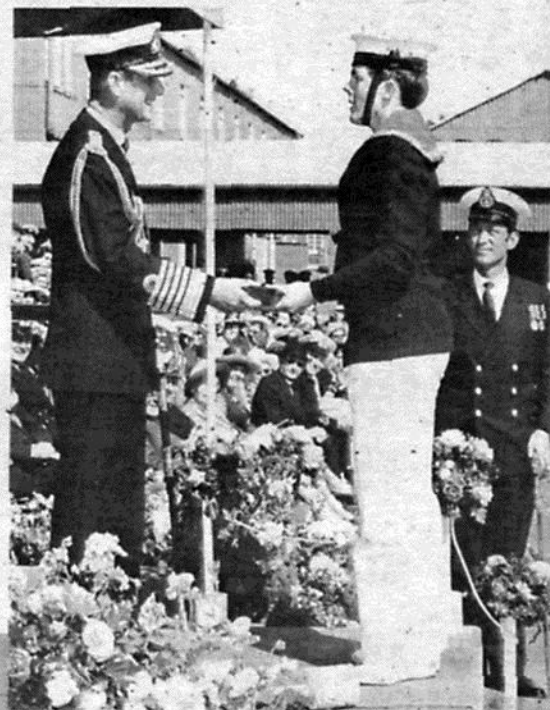
The Royal Guard comprised 96 Juniors from 41 recruitment, the last to enter Ganges in January this year.

The colourful display which preceded mast manning included the sailors' hornpipe, performed by 50 Juniors from 40 recruitment; the window-ladder display, and an ambitious display by the Juniors' Bugle Band. This included several complex marching manoeuvres, well-executed bugle harmonies, and skilful drum playing.

## Hornpipe dancers

Below: Resplendent in their old-style uniforms, and complete with pigtails, the 50 Juniors of 40 recruitment dance the Sailors' Hornpipe.

Pictures  
by  
Command  
P.R. Team,  
Portsmouth



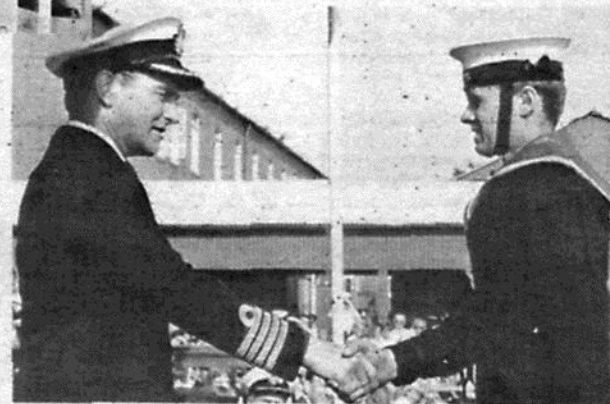
Left: JEM Alan Ferguson, Button Boy on Mast Manning Day, receives his gold sovereign from the Duke of Edinburgh.

## ON THE TELLY, TOO

On Monday, June 18, JEM Ferguson went to the B.B.C. television studios in London to take part in that day's edition of *Blue Peter*.

He took with him his presentation sovereign, a replica of the mast-top button to demonstrate exactly how it's done, and a wealth of hair-raising tales of his time "before the mast."

Below: Reserve Button Boy on "the big day" was JACK Peter Wailes, whose moment of glory came on Parents' Day when he stood on the button — for the 100th time, no less! He is seen here receiving his gold sovereign from Capt. W. N. Ash.

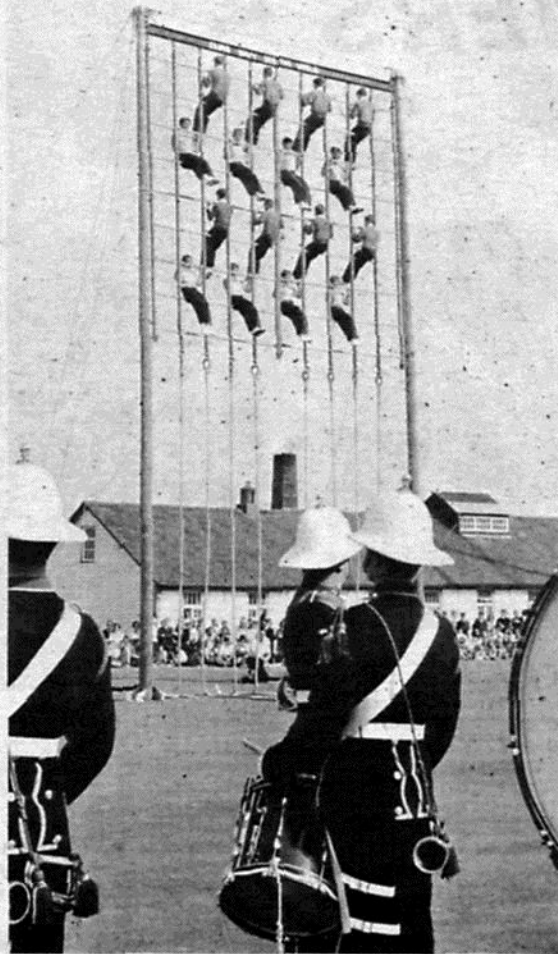


## PROUD MUM

Left: Proudest mother at Ganges on Mast Manning Day was undoubtedly Mrs. Ferguson, seen here with her sons Alan, the Button Boy, and Iain, a naval air mechanic serving at Yeovilton.

## 'Climb Navy'

Below: "Climb Navy — See the World" is the message from the daring lads on the window ladder. Their display of intricate movements set to music is performed in a frame suspended 40 feet above the ground. There's no safety net and even the Bandmaster, who has seen it all before, can't resist taking another look! As well as the concentration and courage of the 32 climbers (on two frames), the display demonstrates the seamanship skills of the 120 riggers who handle the 1½-ton rigs.



## SUNSHINE DAY FOR PARENTS

The Junior with the distinction of being the last Ganges Button Boy is JACK Peter Wailes, who on Saturday June 16 — Parents' Day — showed that he had as good a head for heights as JEM Ferguson.

Parents' Day is always a more relaxed occasion than Mast Manning Day, and well over 5,000 visitors basked in the sunshine while they enjoyed the displays.

In addition to the entertainment on the parade ground, visitors were able to see a variety of static displays and exhibitions, and parents were invited to inspect any and every department of the establishment, each of which had put on their own displays for the occasion.

There were also ample opportunities for parents to talk to class instructors and divisional staff about their sons' progress and futures.

## BUSY MERMAID

Many parents arrived at Shotley on the Friday evening and stayed to watch Divisions on Sunday, making use of the extensive Annexe playing fields to park caravans and pitch tents for the week-end.

Guard ship for the week-end was H.M.S. Mermaid, one of the latest additions to the Fleet. She had come straight from a months work-up, and member of the ship's company were kept busy showing eager Juniors and interested parents over the ship, before leaving for Gibraltar.



## TASTE OF LIFE AT SEA

"Hang on to your hat, you're almost there!" A Junior from 01 Class is transferred by light jackstay from H.M.S. Dundas to H.M.S. Hardy during a series of exercises in the North Sea, when seamen classes 01, 02 and 03 from Hawke and Frobisher divisions experienced three days at sea.

As can be seen from this East Anglian Daily Times photograph the Junior Seamen tasted life-on board

to the full.

The visit of the frigates to Shotley also enabled 15 other classes — more than 250 Juniors in all — to visit the ships for short periods before H.M.S. Dundas left for exercises in the Portland area, and H.M.S. Hardy sailed for Casablanca with the Second Frigate Squadron.

## Admiral's flying visit

During a flying visit to H.M.S. Ganges (his helicopter disrupted cricket and volleyball when it landed on the playing fields!) Admiral Sir Derek Empson, Second Sea Lord, toured the major training centres.

He also visited Blake Division, where he talked to junior seamen of 05 class in their mess, and discussed current problems with the D.O., Lieut. Tom Sully, and the Blake divisional staff.

# Juniors in Germany

The Ganges Training Squadron, H.M. ships Flintham and Dittisham, spent four days early in June in the West German city of Krefeld — 150 miles from the sea. The minesweepers' shallow draft enabled them to sail up the Maas, Waal and Rhine rivers from Rotterdam.

Their arrival at Krefeld on Saturday June 2 coincided with the end of six weeks of celebrations marking the 600th anniversary of the city, the "capital" of silk and velvet making in West Germany.

On board the ships for sea training were members of 91 and 92 classes of junior seamen from Benbow division. During their passage they made an overnight stop at the Dutch town of Nijmegen and also called at the German town of Emmerick.

At Rheinhafen, a superb of Krefeld, the Flintham and the Dittisham berthed at the Flusspioneer Barracks, one-time base

of the Royal Navy's Rhine Squadron. Sharing the duties of hosts to the visitors were the West German Army's River Pioneers and the British Army's 16th Signal Regiment, and during the stay hundreds of visitors were welcomed on board the ships.

### SPECIAL AWARD

After completing the difficult passage up the winding river, the Dittisham's coxswain, CPO Brian Humphreys, was awarded the Rhine Coxswain's Certificate. He is probably the first man outside the West German Army to receive the award.

### Last service

The last confirmation service in the Church of St George, H.M.S. Ganges, was held on Tuesday June 5, when 26 Juniors were confirmed by the Lord Bishop of Dunwich.

It is estimated from the Church records that between 60,000 and 70,000 juniors have been confirmed at Ganges.

To mark the occasion, the last Junior to be confirmed, JS Michael Smith, of Blake division, presented the Bishop, the Right Reverend D. R. Maddock, with a Ganges badge.

IN the Blake division recreation area the Second Sea Lord, Admiral Sir Derek Empson, learns some of the finer points of model car racing from JS Eric Lee, watched by MEA John Crawford, who built the layout.



Keeping up to date with the news — thanks to this unofficial interpreter at Nijmegen — are Junior Seaman Stephen Deas (15), Kenneth Buxton (15), Russell Wallis (16) and Stephen Beckingham (16). The pretty girl is Leos Couwenberg (18), who is studying to become an English teacher.

## 'Look and learn' trip



Half-way through their course at H.M.S. Ganges, JMEM classes experience a complete change of surroundings when they spend five days in the Portsmouth area.

They stay in H.M.S. Sultan, the R.N. Marine Engineering School, Gosport, and through a full programme of visits to other establishments and to Portsmouth Naval Base they learn exactly what to expect on board ship.

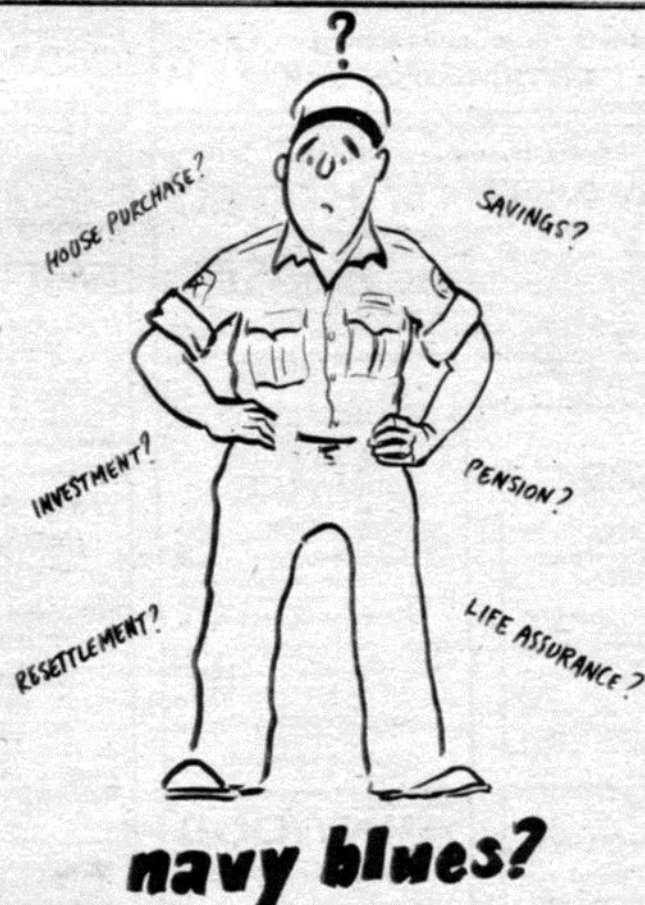
Pictured here with an engineering instructor from Ganges, POMEM Jock McPherson, is JMEM Kevin White, a member of 191 class from Anson division, who visited Portsmouth at the end of the spring term. The picture was taken during a tour of H.M.S. Sultan's Hangar which houses practical displays of ships' engines and auxiliary machinery.

Other highlights included visits to a nuclear engineering research laboratory; the helicopters of the Navy's search and rescue team at H.M.S. Daedalus; and the harbour training ships, Blackwood and Diamond.

### GANGES CUP WINNER

The Ganges Youth Trophy, a silver cup which was presented to Felixstowe Council to mark the establishment's centenary, has been awarded this year to David Hilton (17), a St John Ambulance Cadet, of Felixstowe.

Despite a severe leg disability, he is an enthusiastic cadet leader and has twice won his Division's Cadet of the Year Cup.



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Shipmate Moseley's  
message to you all —

# WALK R.N.A.

"Wanted! £2,000 in aid of the Star & Garter Ambulance Fund, which is slowing down while the price of providing the ambulance is going up."

That is the plea of Shipmate H. Moseley, social / benevolent secretary of the High Wycombe branch, who has plans to raise the cash in one day.

His idea is to hold a national sponsored walk, or to be more exact, a large number of walks on the same day, involving every branch of the Royal Naval Association.

"Last year members of between 12 and 20 branches raised over £1,300 on a 22-mile walk," he says. "Just imagine how much we could raise with all branches participating."

Shipmate Moseley suggests walking along river or canal banks, which would be safer and more pleasant than walking along roads. "We all know that walking along the Clyde with a lassie by your side is popular in Scotland, and on this occasion you could have ten lassies on each side as long as they are all well sponsored!"

Ship's companies could be invited to sponsor branches of their choice, or even join in the walk, which would also be a wonderful advertisement for the association.

As the first step in this imaginative fund-raising venture, Shipmate Moseley urges all Area secretaries to write to him as soon as possible at 143, Chiltern Avenue,

High Wycombe, Bucks. He then plans to contact all branch secretaries and, through them, every individual member, with the message: "WALK R.N.A.!"

## Redcar

Members of the Redcar branch took part in a memorial service held on board PS Lincoln Castle, of Grimsby.

The service, held off Spurn Point, included the dedication of Standards and the casting of wreaths upon the waters. The Mayor of Hull inspected the various units present, and the Hull Police Band played while the ship was at sea.

## Newton Abbot

A party of shipmates and their families "invaded" a tiny Cornish village near St Austell for a weekend holiday. Eighty adults and 42 children stayed in caravans on a farm and had a wonderful time.

"Everybody enjoyed it so much that we've booked another week-end in September," said Mrs. Betty Lewis, wife of branch secretary Shipmate C. D. Lewis. Secretary Ray King organized rugby and rounders and the highlight of the stay was a beach barbecue and a sandcastle competition.

On June 26 a holiday dance was held in the club room and during the evening the chairman, Shipmate O. Bourne welcomed a visitor from Lincoln, the branch secretary, Shipmate Wootton.

The branch now counts among its members a representative of the Netherlands Navy, Mr. J. Lighthelm.

## Portsmouth

About 40 former crew members of the German battleships Tirpitz and Bismarck, some with their families, visited Portsmouth during a stay in this country arranged by the Belfast Committee.

In Pompey they visited Nelson's flagship H.M.S. Victory, and were entertained to lunch and later to a social evening by R.N.A. members.

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## BRANCH NEWS

## Denby Dale

The Man ferry "King Orry," carrying holidaymakers to the Isle of Man, stopped her engines for a few minutes to allow a wreath to be laid at sea by members of the Denby Dale & District branch.

The wreath was in memory of shipmates of the Royal Navy and Merchant Navy who did not return from two world wars, and also commemorated three branch members who had died in the past two years, Shipmates Steve Kinneer, Ken Bramah and Henry Blackburn.

Branch secretary Gordon Johnson spoke the commemorative words and chairman Dennis Wilkinson laid the wreath from the stern of the ship.

## KELLY VISIT

Fifteen survivors of the cruiser H.M.S. Kelly, which sank off Crete in 1941, visited H.M.S. Mercury, near Portsmouth, and presented the CPOs' Mess with a framed photograph of the Kelly and her crew in Malta during World War II.

When she sank the Kelly was commanded by Lord Louis Mountbatten, now Admiral of the Fleet, and the Kelly Association members were entertained in the R.N. Signal School's social centre, named after him.

## 'Worthless' coins aid the blind

Those odd francs, lire, drachmae and cents which collect in your pockets during a foreign tour of duty, don't add up to a row of beans when you return to the U.K. But MAA Eric Ashby, of H.M.S. Eife, has found a way of putting them to good use.

While an individual's collection is practically worthless, and is likely to end up in the kiddies' playbox, a "collection of collections" can amount to a tidy sum.

MAA Ashby started the "IKI Fund" for the Guide Dogs for the Blind Association and in the first eight weeks the response from the ship's company was tremendous.

CMEA(H) Brown, whose parents are associated with the Gosport branch of the association, made contact with the treasurer, Mr. D. Barr, who happily accepted the bags of small change from Cyprus, France, Italy, Germany and U.S.A.—plus £178 Sterling—and raised a total of £285.12½. The presentation was made by the Eife's executive officer, Cdr. J. Grattan, in the absence of the commanding officer, Capt. D. J. Hallifax.

MAA Ashby has only one problem: 5,832 Greek drach-



Picture: LA Michael Beards

Guide dogs or guard dogs? Master at Arms Eric Ashby, who organized a collection of unwanted foreign coins on board H.M.S. Eife, is pictured here with guide dogs Candy and Bosun. The cash in the bags will be used to train other guide dogs for the blind.

mae (about £80), and a few dinar from Tunis, could not be exchanged. He would be pleased to hear from any

reader planning a holiday to Greece or Tunisia, and willing to take them off his hands at a fair rate of exchange.

## Purley

Progressive Purley (they have doubled their membership in the past nine months) never do things by halves, it seems. When a social and dance was suggested, Shipmate Greenlands took over the organization and planned a grand event for 350.

Visitors from Ashford, Bromley, Camberwell, Croydon R.M.s., Chislehurst, Dorking, Finsbury, Norwood, Reigate, Sidcup, Sevenoaks and Tunbridge Wells branches attended the social at Mitcham Road Barracks, Croydon.

Unfortunately, one man missed the fun — an accident prevented Shipmate Greenlands from attending, and those present wished him a speedy recovery.

## Calling all shipmates

Think back to April, 1940... An English destroyer is bombed and sunk by German aircraft near Hovika, to the west of Namsos, Norway. Eight survivors, some wounded, are rescued by two Norwegian brothers and taken ashore, where they are sheltered in an old schoolhouse.

Does the story sound familiar to you? If so, you could be one of the men who owes his life to Kare and Helge Hovik.

"It is 33 years since all this happened," writes Kare (67), "and I have been thinking a lot about it lately." He would like, through Navy News, to contact any of the survivors.

The brothers also found a lifeboat from the destroyer and Kare has a brass sign from it, bearing the inscription: "Clare Lallow, builder, Cowes." From a box of ammunition in the lifeboat he took a brass plate marked "R. Hector," which could be the name of one of the men he now wishes to contact.

Mr. George W. Duffy, 33, Ferry Road, Newburyport, Mass. U.S.A. 01950, a prisoner of the Japanese at Java, Singapore, and Sumatra, having first been made a prisoner when the German ship Michel sank the American Leader, is anxious to contact men he knew so well. He would like, particularly to contact a Lieut. Sidney Corley. Also any members of the crew of the Empire Dawn including Roy Neal, Jimmie Laverick and the captain, named Scott.

Mr. K. Lewis (ex PO), 26, Downland Drive, Southgate West, Crawley, Sussex, would like to contact men who served with him in H.M.S. Exeter and were later prisoners of war at Macassar, Dutch East Indies.

Mr. J. W. J. Holden (ex Stoker) 12, Butter Bowl Drive, Cow Close Estate, Leeds 12, would like to hear from men who served with him in H.M.S. Berry Head, in the Pacific Fleet, 1945, with a view to holding a re-union.

## Macclesfield

Shipmates entertained members of the ship's company of H.M.S. Laleston during the ship's visit to Manchester, and received a plaque from the stokers when they paid a return visit to the ship.

A mention in the May issue of Navy News of the official duties carried out by a husband and wife team at Harrogate prompted Mrs. M. Fitter to answer the challenge.

An ex-Wren, Mrs. Fitter is secretary of the Macclesfield branch, a member of the No. 10 Area committee and minutes secretary for the area. Her husband, Bernard, is assistant secretary to the branch, its standard bearer and delegate to the conference in the area. "Top this," she writes.

## Cheam

Four new members have been enrolled as a result of the current recruiting drive. The raffle at the branch annual dinner produced a £23.61 donation to the Star and Garter Ambulance Fund.

## EDINBURGH REUNION

Survivors of the cruiser H.M.S. Edinburgh, lost in the Arctic in May 1942, were reunited at a memorial service at Clacton-on-Sea. Some had not met since they were together in camps in Northern Russia.

A search for survivors by the organizer, Mr. Bill Daley, resulted in a large attendance from all parts of the U.K. After the service there was a turkey dinner.

## Chelmsford

The national president, Rear-Admiral T. V. Briggs, was guest of honour at the No. 5 Area annual dinner and dance at which officers and members of Chelmsford branch were the hosts.

Other guests included Mrs. Briggs; Admiral Sir Walter Couchman (Area president) and Lady Couchman; Shipmate "Crash" Hemming (Area national councillor) with Mrs. Hemming, and the president and vice-president of the CPO's Mess, H.M.S. Ganges.

## NEWS FROM No. 1 AREA

National Council representative Alfred G. Wootton reports another successful period for No. 1 Area (London and Middlesex) at all levels.

Branches continue to do well, he says, and a new branch was opened at Woolwich in May. The area organization is also progressing, and now has a new secretary in Shipmate Frank Matthews, of Cheam and Worcester Park branch, — "a spry youngster of 73 years."

A supper dance at Eltham on June 30 was expected to produce a significant contribution to the Star and Garter Ambulance Fund.

Area members have established an association information office on board H.M.S. Belfast. "It is amazing how many sailors, past and present, still know nothing of the R.N.A. It is hoped that this office will go some way towards rectifying this," says Shipmate Wootton.

## REUNION

The fourth annual reunion of the Yangtze River Gunboatmen's Association will be held in the Whaley Club, H.M.S. Excellent, on September 8. Tickets (£1.50) from the secretary, Lieut. D. W. Toms, R.N. (Retd.), 34, Bath Road, Southsea, Hants, PO4 0HT. (S.A.E. please.) Any ex-gunboatmen who are not members of the association are welcome to apply.

## Memories of a man of action



A Californian couple on a three-month holiday in the U.K. visited R.N. Barracks, Portsmouth, on June 4 — to see a set of medals.

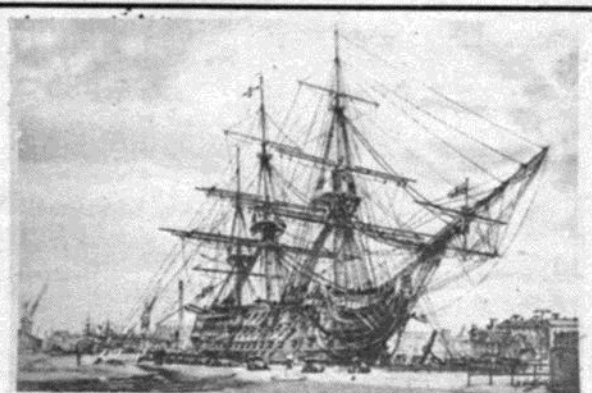
Mr. and Mrs. Norman McClay are staying with Mrs. McClay's cousin, Mrs. Helen Quinton, who presented her father's medals to the CPOs' Mess, R.N.B., in 1962.

The medals awarded to the late CPO F. W. Warburton during his service from 1916 to

1931, included the Conspicuous Gallantry Medal "for conspicuous courage and fearlessness on taking command of the boarding party from H.M.S. Kiawo after Lieut. A. R. Higgins was killed in action at Wansien, Yangtze River, China, on September 5, 1926.

In the picture are Mr. and Mrs. A. G. Quinton (left) and Mr. and Mrs. McClay, with the Mess president, FCPO Frederick Allford.

Photo: LA Mike Beards



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Productivity and Efficiency are words which figure constantly on the agenda of every Board in industry which intends its firm to thrive in this present highly competitive world.

So it is with the Royal Naval Benevolent Trust.

To increase productivity we closed the Local Offices at Chatham and Devonport over a year ago and the Navy should know that the concentration of the work at Portsmouth has resulted in a considerable saving of overheads with no reduction in the efficiency with which grants to individuals are handled.

The Local Committees are however, keeping very much alive and besides helping in every way that they can on a voluntary basis in their own areas, they are taking an active part in grants work.

They have, of course, full membership on the Central Committee, which ensures that the whole Service is still widely represented in the running of the Trust.

The management of the Royal Naval Benevolent Trust is up to date and efficient and we intend to keep it that way.

— Admiral Sir Desmond Dreyer

The Royal Naval Benevolent Trust deals daily with difficult and sometimes distressing problems, which in the most extreme cases spell nothing short of disaster for the individuals or families concerned.

Like conversations in a doctor's surgery, cases handled by the Local Office of the R.N.B.T. are strictly confidential. On occasions, however, the veil of privacy can be lifted to give those with nothing more serious to worry about than the weather or the cost of living an idea of the enormous value of the Trust's comforting counsel.

*This story concerns the Smith family, of St Agnes, Cornwall, whom fate dealt a double blow.*

Mr. and Mrs. Smith have undoubtedly experienced many moments of deep despair in the past 13 years, but thankfully, things now look much brighter. In fact, the Smiths are so delighted with the help they have received that they want the world — and particularly the naval community in which they have so much faith — to know about it.

George McBride Smith (now 37) joined the Fleet Air Arm in August, 1952, at the age of 16. His dreams of making the Navy his career were shattered when he was seriously injured in a motor-cycle accident.

He was invalided from the Service in May, 1960 and endeavoured to start a new life, but other pressures forced him to succumb to hospital treatment.

Then, seven years ago, his wife Joan was involved in a road accident and, as a result, she is now completely paralysed (quadriplegic) from the shoulders down.

With three young children to look after, and his daily job to do, George again found the strain too much and in 1971 he went back into hospital.

But better times were ahead: hospital treatment enabled George to return and cope with the domestic chores, and the family's immobility was relieved by the

## 'PORT' MEETINGS?

The question of holding meetings in the Port areas instead of in London was raised at the last meeting of the Central Committee, but transport seems to be the stumbling block.

It was pointed out that while it is relatively easy for everyone to get to London, even from the Devonport area, meetings at Chatham and Portsmouth would only add to travellers' problems.

It was agreed to continue holding the meetings in London, but the central Committee may consider a suggestion that it should break with tradition and hold the annual meeting in a Port area.

*"In 18 years of work for the Royal Naval Benevolent Trust I can honestly say that I have never been so concerned about any case as I am about this one."*  
— LEM(A) Harry Heath, chairman of the Royal Naval Benevolent Trust's Devonport Committee, in his initial report on the case of the Smith family.



# When disaster strikes...

programmes by blowing or sucking through a tube to operate a sensitive control panel.

Despite her physical handicaps, Joan is mentally alert and about six months ago it was decided to provide her with a "possum" typewriter. The Possum Users Association, through their local chairman, gave a lot of help, but the problem of raising £600 for the typewriter remained.

Although George was in receipt of a disability pension and his wife has constant attendance allowance, the total income provided no margin for costly "extras" of this type.

A good neighbour, Mrs. Winnie Chapman, launched a fund-raising campaign and by February this year she had raised £280. LEM(A) Harry Heath, chairman of the Devonport Committee, put the case to the R.N.B.T.'s Grants Committee at Portsmouth, who allocated £150 and sought the co-operation of the Navy Special Fund and SSAFA, who gave £100 and £25 respectively.

H.M.S. Seahawk's Welfare Committee came up with £50, and the £320 problem was a thing of the past.

The equipment has now been installed and it is pleasing to report that Joan is very much enjoying her new occupational therapy.

purchase of a secondhand van, which was adapted for use by a disabled person. George has since modified it to cater for his growing family.

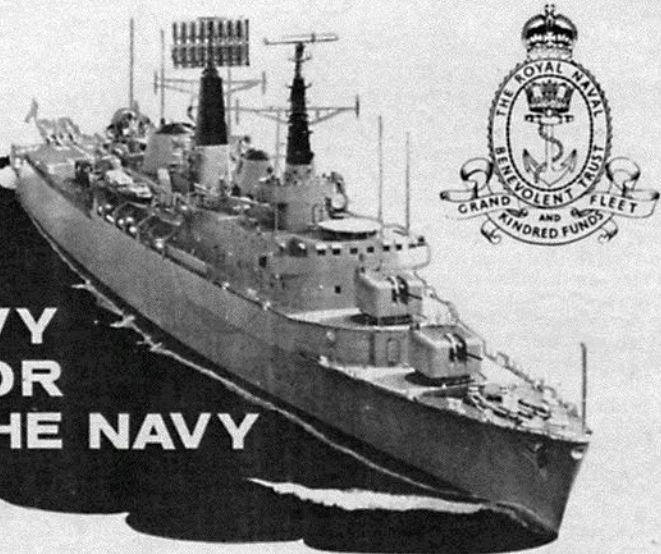
Joan's life has been brightened by the introduction of "possum" (patient operated selector mechanism) equipment and although George has to attend to all her personal needs, Joan can now answer the telephone and juggle the television



Smiling courageously, despite their problems: George McBride Smith, former naval airman, and his wife Joan, of St Agnes, Cornwall. On the right is Joan's latest occupational aid, a "possum" typewriter.

# RNBT

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## Two lesser-known Agreements

It is perhaps not known generally that besides the role of casework and its associated activities, the R.N.B.T. has Agreements with other organizations which provide accommodation for the aged, incapacitated or otherwise, and also those having convalescent holiday facilities. Of the many Agreements, two have recently been reviewed and continued.

One is with the ex-Services Fellowship Centre, an organization which started in 1932 with premises in London. Its object was to provide food and temporary shelter for ex-Servicemen over the age of 45 who were in difficulty.

During the war they moved to Downgate in Surrey, afterwards returning to new premises in London at Belvedere, Tulse Hill.

In 1946 a large property was obtained at Bexhill on Sea, but it became the subject of compulsory purchase order by the Greater London Council and a replacement hostel in Stepney, to accommodate 31 men is now nearing completion.

The R.N.B.T. has been supporting the organization since 1947 and in the first five years made grants totalling £3,500. In July 1952 the Trust accepted an Agreement under which it met half the net cost of maintaining aged ex-Navy men and during the 20 years covering the Agreement the Trust has contributed £9,596. In the past 12 months, eight ex-Navy men were accommodated.

At its meeting in March, the Trust's Central Committee decided to continue the existing Agreement under which R.N.B.T. meets three quarters of the net cost of maintaining elderly naval men in the ex-Services Fellowship Centre's Homes. The current Agreement will run for two years from July 1, 1973.

The other Agreement which came under scrutiny is that with the Royal Australian Navy Relief Trust Fund. Some 20 years ago correspondence

was received concerning temporary financial difficulties being experienced by R.N. ratings, who had married accompanied drafts to ships serving in Australian waters.

The two main causes of the problem were: on arrival, landlords generally insisted on one month's rent in advance coupled with the inevitable delay in making allotment arrangements; medical and dental expenses for the wife and children. These had to be met by the man in the first instance followed by reimbursement. It was found that families did not have sufficient time to accustom themselves to altered conditions and were not always in a position to raise the money needed for the initial payments.

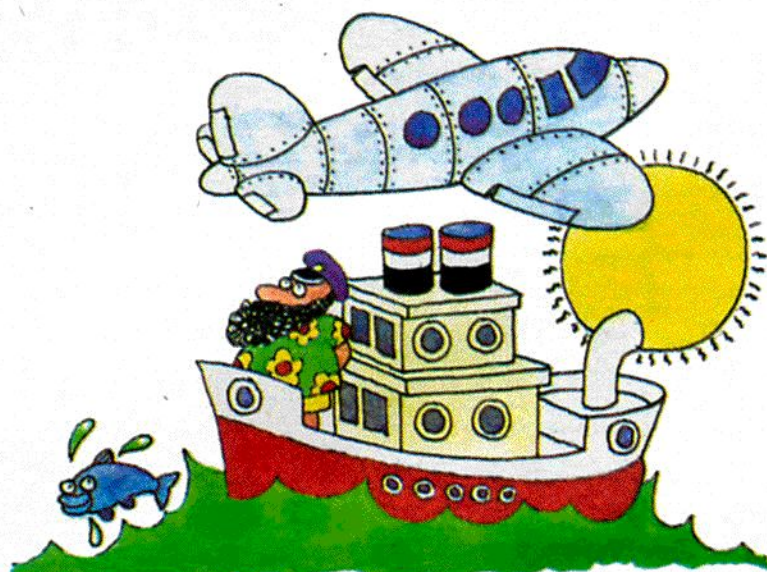
The R.A.N. Relief Trust Fund was in the habit of making a temporary advance to Australian personnel and to Royal Navy ratings on loan to the R.A.N. to meet those commitments. Recovery was achieved by way of allotment notes.

It was then suggested that R.N. ratings serving in R.N. ships were at a disadvantage and the Relief Trust Fund expressed its willingness to extend similar facilities provided that there could be a guarantee for reimbursement in the unlikely event that recovery from an individual should prove impossible.

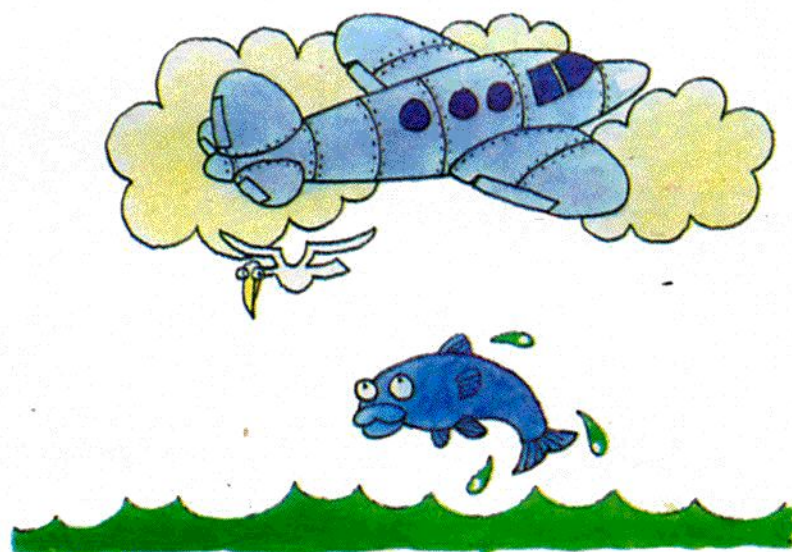
The R.N.B.T. gratefully accepted the offer and although the Agreement has been running for nearly 20 years there has been no instance of the Trust having to meet the debt of a defaulter. The Trust has agreed to continue the Agreement for a further two years from July 1, 1973.



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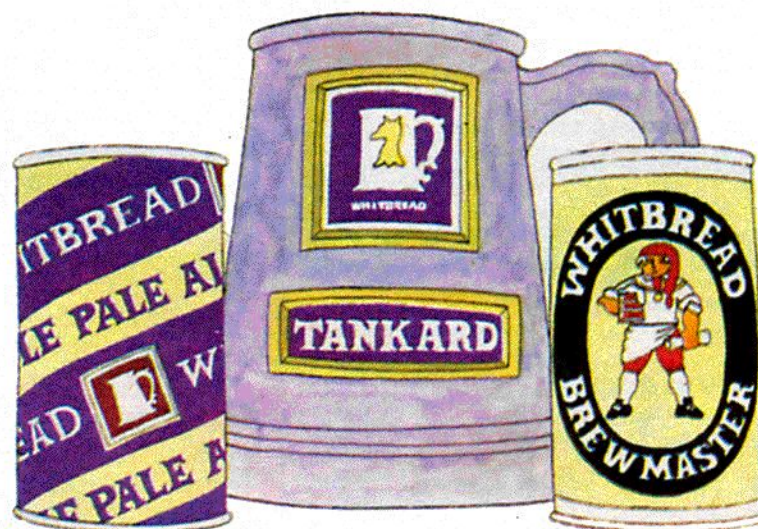


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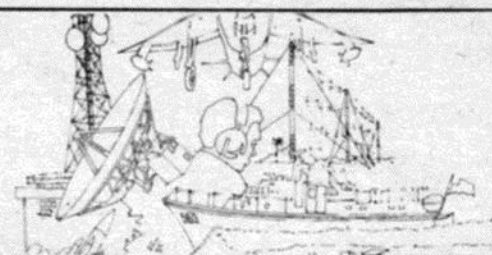
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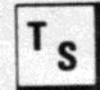
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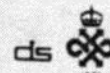
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Principal aim was to carry out machinery trials in the 23,000-ton carrier which has been undergoing a long refit and conversion to helicopter-carrying commando assault ship.

She sailed with a substantial proportion of naval base labour force embarked. Sailors and the dockyard men mingled easily and the trials were completed successfully on time.

Then it was back to seven weeks in dry dock for the ship, which is due to commission in August. From then until Christmas there will be plenty of sea time, with further trials, work-up and exercises in her new commando role on the plot.

During her preliminary trials a raffle was held for the C-in-C. Fleet's appeal to raise money for a sunshine coach for the disabled and old. First three prizes were won by members of the embarked naval base force — to the disappointment of the many hopeful uniformed men! A total of £175 was raised.

### JOB IN THE SUN

A job in the sun — at the Royal Naval Beach Club, Mauritius — is waiting for a pensioner or someone nearing the end of his service. The post of manager of the club, catering for Service and civilian families from H.M.S. Mauritius, will fall vacant next spring. It is open to present or former chiefs and petty officers of any branch, but is not suitable for a couple with school-age children.

Details are being published in a DCI.

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Address .....

Age .....

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**STEWARDESSES** should be single and aged between 20th and 27th birthday.



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## John Mills

Born 14/3/20. Married with four children. Interested in soccer and cricket. Travelled widely throughout India, Australia and South Africa. Professional soldier from 49-62, completing service as a Major in the Parachute Regiment. After several different jobs, joined Save and Prosper in May '70. Never looked back. As a District Manager in Central London earning over £5,000 + car + expenses, why should he?

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CONSTABLE	£1,331	£1,903*	£1,251	£1,788*
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PLUS:- Overtime payments. And every policeman gets free housing or a rent allowance (effectively tax-free). The current maximum allowance for married men varies from £270 to £580 according to area (half for single men). \*Over £270 more for long service.

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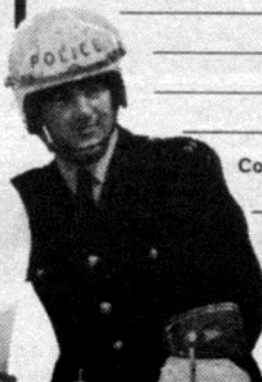
To Police Careers Officer,  
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County \_\_\_\_\_

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NN4



# V.I.P.s IN BULWARK

A former commanding officer of H.M.S. Bulwark, Rear-Admiral J. A. Templeton-Cotill, was one of the V.I.P.s on board the commando ship during an amphibious exercise with H.M.S. Intrepid and 41 Commando Group, Royal Marines, off Cyprus.

The admiral, who is now Flag Officer Malta and NATO Commander South Eastern Area, Mediterranean, was the Bulwark's captain in 1969.

Also embarked was Lieut.-General Sir Ian Gourlay, Commandant General, Royal Marines, and a number of M.P.s, including Mr. Antony Buck, Under Secretary for State for Defence (R.N.) and his "shadow," Mr. Frank Judd, Opposition spokesman on naval affairs.

After the exercise the Bulwark sailed to Athens for a five-day visit, during which Admiral Templeton-Cotill wore his NATO "hat" and paid a call on the U.S. Navy admiral who com-

mands the Eastern Mediterranean forces.

Highlight of the stay was a marathon race in which members of the ship's company and 41 Commando Group took part over the original course from Marathon to Athens.

The port of Piraeus formed a picturesque backdrop for a party on the Bulwark's flight deck, when "pirates" entertained local children.

There was a similar scene on the flight deck of H.M.S. Intrepid during a visit to Istanbul, Turkey. About 50 local children played on the improvised playground and made short work of piles of sticky buns and jellies and gallons of fizzy pop!



In fine form during a training period on H.M.S. Bulwark's flight deck are the only two ship's company runners to complete the Marathon to Athens event, SA David Entwisle (left) and LA(Phot) Richard Birkett.

## 'BIRTHDAY HONOUR'

The Lord High Admiral's flag was flying when the massed bands of the Royal Marines Beat Retreat on Horse Guards Parade in honour of the Duke of Edinburgh's birthday.

The gold and crimson flag flew over the Admiralty buildings in

London by day and night from 1628 until 1964, when the armed forces were combined under the Ministry of Defence.

Flown only by the Queen, who assumed the title of Lord High Admiral at that time, the flag may be seen when Her Majesty is on board the Royal Yacht Britannia.

## Open invitation from the Bishop

The gin pennant will always be flying in St Helena for Royal Navy ships passing by.

That was the message left by the Rt. Rev. Kenneth Giggall with the commanding officers of H.M. ships Andromeda, Rhyl and Lynx, of the 6th Frigate Squadron, when they visited Simonstown.

The bishop was a naval chaplain for many years, his last appointment being at Devonport. On retirement from the Navy, he

was appointed Dean of Gibraltar, where he remained until his ordination in South Africa as the Bishop of St Helena.

He travelled to South Africa in R.F.A. Tidereach, which called at St Helena's "island parishes" and at Tristan da Cunha to give him his first look at his new diocese.

## ADMIRALTY MARINE ENGINEERING ESTABLISHMENT - HASLAR

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Naval personnel with electronics experience

## Here's your Progressive Career on shore

If you have service experience in electronics and will soon be leaving the Navy, we can offer you a progressive career in the Production Test Department at Marconi Communication Systems in Chelmsford, Essex.

As a leading company in the field of Telecommunication Systems, including Radio, Line Transmission equipment and Television Systems we provide a wide range of interesting work. And prospects are first class; many of our senior personnel started with us in a Test Department. Conditions of service are excellent and include assistance with relocation expenses.

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**Marconi Communication Systems**  
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- FACT:** HERON Service Stations are used by over half a million people weekly.
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- ★ Full salary is paid whilst you are undergoing training.
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- ★ Promotion is conditioned by your own attitude and ability.
- ★ In some cases a company car will be provided.

*Why not put your energy into a job with a future? Write or telephone for more details of jobs in your area.*

**Mr. R. Little, Co-ordinator,**  
**HERON SERVICE STATIONS LTD.,**  
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An interesting and progressive career

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Write in first instance to:  
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Telephone Burgess Hill 42107

## For cara-fans...

A caravan section of the Royal Naval and Royal Marines Motoring Association is being started to foster caravanning in the Service, to exchange information, and to organize reduced charges for vans and equipment.

Secretary of the section will be Lieut. A. E. Fields, of H.M.S. Mercury, who will be a member of the R.N.M.A. Committee, and any member interested in caravanning should contact him direct.

Non-members who are interested in caravanning and

want to join the section should apply to join the R.N.M.A. in the usual way, marking their application form "Caravan."

They will then receive full R.N.M.A. benefits and their names will also be forwarded to the caravan section secretary.

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for fire protection duties. Age 21-45. Hold HGV 3 and First Aid certificate. Must have had experience in a recognised fire service. Starting pay £35.74 pw including shift allowance for 40-hour week.

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Should be physically fit, with experience in aircraft storekeeping. Consideration given to those with two years or more in engineering storekeeping. Starting pay £32.38 pw including shift allowance for 40-hour week. After training £34.88 including shift allowance.

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Speeds of 40/100. From age 17. Starting salary from £1367 pa for 37½-hour week.

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Stewards - 20th to 28th birthday. 5ft. 6in. to 6ft. 2in. Stewardesses - 20th to 27th birthday. 5ft. 2in. to 5ft. 9in. Conversational ability in a West European language is desirable. Starting salary £1200 pa. On posting to flying duties £1300 pa and after one year £1415 pa.

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**Heathrow Airport (London)**  
**Hounslow, TW6 2JA**



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Start securing your future now. Read Services Re-Settlement Bulletin No. 2/71 and have a chat with your Re-Settlement Officer about the excellent career opportunities with Securicor.

Look in the Yellow Pages for Telephone Number of your nearest Securicor Branch.

**SECURICOR CARES** for customers,  
co-workers and the common good.

## CHEF

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Applications are invited for a Chef II post at the RAF Officers' Mess, Farnborough, Hants.

Duties include planning of menus, control of stock, advising on catering matters, training and supervision of kitchen staff. Knowledge and experience of cooking and allied subjects essential. Catering experience in the Services desirable.

Salary scale £1224 to £1356 per annum for a 40-hour net week. (Overtime rates payable for additional hours).

Requests for application forms to:

**STAFF PERSONNEL BRANCH**  
**ROYAL AIRCRAFT ESTABLISHMENT**  
**FARNBOROUGH**  
**HANTS**

Closing date for applications will be two weeks from date of publication.

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### FORCE ARMOURER

to assist the Senior Force Armourer supervise the repair and maintenance of all types of small arms throughout the force and the issue and receipt of arms and ammunition to and from Police formations.

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Commencing salary £3,586 approx. in a scale rising to £3,980 approx. A substantial Gratuity is payable on completion of service. Appointment will be for one tour of 2½ years in the first instance.

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## SPORT 1

## SWIMMING • ATHLETICS • ANGLING

## UNSEATED!

Whoops! When RS John Day borrowed a Mini from one of the organizers of the R.N.M.A. driving tests the seat fell out... but he still managed to finish third. Here John, of H.M.S. Ganges, proudly displays the offending seat.



Pictures: Chief Phot. Dave Morris.

## He swam like a Dolphin

Third fastest time ever for the Ryde-Southsea 4½-mile swim — 1hr. 15min. — was recorded on June 2 by LRO Wally Parsons, of, aptly, H.M.S. Dolphin. LWtr R. Turner, attached to the RAEC School at Beaconsfield, also attempted the swim but had to abandon it after 30 minutes because of the cold and choppy sea. Parsons was a member of the Royal Navy Portsmouth Swimming Club team which finished second to Warrington Dolphins in the Lake Pickmere three-man team aggregate trophy in Cheshire on June 16. He was sixth in the three-mile swim, with AB Bob Morton (H.M.S. Bristol) ninth and Lieut. Peter Stephens (H.M.S. Daedalus) 12th. Parsons and Stephens finished fourth and sixth out of 21 in the Fairways Buoy four-mile swim the following day, but Morton had to retire with cramp.

# All steamed up



A/OEA2 Christopher Luff: driving tests winner.

Contestants in the driving tests at the Royal Naval and Royal Marines Motoring Association's first open day found plenty to get steamed up about... especially the "unofficial" entrant from H.M.S. Sultan.

After the serious attempts by a large number of keen competitors, Sultan's steam jorry pitched in to the driving tests at Beaulieu as a demonstration, producing very creditable results, despite its size.

### Panache

The sight of "Stokes" shovelling coal to raise a full head of steam before the flag dropped was one of the day's high-spots!

First prize in the more serious

## MOTORING

tests went to A / OEA2 Christopher Luff, driving his Mini with panache, who received the Beaulieu Trophy from Rear-Admiral I. J. Lees-Spalding.

Second was RO (G) Michael Taylor, with RS John Day a good third in a loaned Mini (complete with detachable seat).

To end the day Beat Retreat was carried out by the Combined Volunteer Blue Jacket Band of H.M.S. Collingwood, Dolphin, Daedalus and Sultan under the musical direction of Band Sgt. V. H. Judd R.M. with a colour party from H.M.S. Ganges and Admiral Lees-Spalding taking the salute.

## ANGLING FOR ALL

Twenty ship and club representatives met at H.M.S. Drake on June 13 to form a Plymouth Command Angling Association with the aim of providing facilities for all types of angling and inter-unit / Service competitions.

With Capt. F. J. Bishop of H.M.S. Defiance presiding, the meeting decided to call the first general meeting soon. Meanwhile interested anglers should contact F.C.P.O. P. Hoy at the Defiance.

## An arresting performance

Captained by Navy and Great Britain representative John Blake, the Combined Services swimming team won by two points in an exciting match against British Police at Cardiff on June 13.

The Police looked likely winners until the relays, both of which C.S. won convincingly.

In the water polo, the Combined Services were beaten 10-5 by a strong and experienced Police team. Lieut. George Steele was unable to attend because of an appendix operation and Cpl. Barry Sheppard, on a course at C.T.C. Lympstone, was also not available.

A Water Polo League A fixture at H.M.S. Temeraire on June 22-23 resulted in a 14-2 victory for Portsmouth Command against Plymouth. Scotland were unable to take part because of operational commitments.

After the match the Navy team and Sutton and Cheam drew 11-11.

On June 25, the Navy water polo team lost 4-8 away to Weston-super-Mare.

### Trotter Cup for Air

Scoring 488, Air Command won the Trotter Cup from Plymouth B (436) and Plymouth A (434) on the first day of the Royal Naval Small Arms Meeting at Bisley on June 27.

## ELLIS LEADS THE FIELD

Sub-Lieut. Ray Roberts (right) collects the Dupree Cup on behalf of his victorious team, H.M.S. Collingwood, at the Portsmouth Command Athletics Championships at H.M.S. Temeraire on June 20.

The establishment won the cup with 112 points from H.M.S. Sultan with 96 and holders H.M.S. Victory (59).

Among the top individual performances was a superb show by Mike Ellis (H.M.S. Vernon), Navy modern pentathlon champion and now in the British squad, who won the 3,000 metres steeplechase easily and led the field all the way to take the 800 metres title in 2min. 8.2sec., a second outside the record.

Other doubles went to Terry Lowndes (Sultan), with the 400 metres hurdles and 200 metres, and Trevor



Walhen (Dolphin), who won the pole vault and discus.

H.M.S. Mercury won the Minor Establishments Cup and the Wrens' trophies for team and relay both went to H.M.S. Dauntless.

## RUGBY FINAL LION-OUT

They let out the lions during a rugby final in Singapore — but it didn't stop the Royal Navy winning back the Perth Cup for sport.

The Singaporeans delighted players and spectators with their famous lion dance in the interval of a seven-a-side match in which the Navy were narrowly beaten by the Royal Australian Navy.

After doing battle for three days in the eight-sport

event, the Royal Navy emerged victors with wins at soccer, water polo and squash to claim the Cup back from the Royal Malaysian Navy, which held it for two years.

Both the Malaysians and the Aussies won two each of the other events — basketball, rugby, golf, hockey and swimming, and the other contestants, Singapore Maritime Command, won the eighth.

## Bottled in Scotland for the world to enjoy



# SWEET SMELL OF SUCCESS



Navy golfers had their biggest success since before the Second World War when they won a share of the Inter-Services Championship at Hayling Island last month.

Although the Navy won the most games, only match points are considered and this they could only share their victory with the Army, with 1½ points each, the RAF scoring nil.

After the three early successes against county sides, the results of the final matches before the championship were very discouraging, writes The Shanker.

Matches against the Civil Service on May 22 and Royal Mid-Gurrey on May 27 resulted in 14-1 and 10½-4½ defeats respectively, which, with the knowledge that the RAF had drawn with the Civil Service

## GOLF

were not encouraging portents for the Inter-Services.

The team that Cdr. Lewis Thomas selected for Hayling was: CPO Bryan Blaber (Defiance), Lieut. Malcolm Edmunds (Ganges), CPO Jock Lawrence (Heron), Lieut. Neil Marsden (Collingwood), Lieut.-Cdr. Ron McLean (Seahawk), Lt. Gary Nixon (Excellent), Lieut. Gordon Reid (Neptune), Band Sgt. Ken Shears (Deal), CPO Billy Thompson (Dolphin) and Band Sgt. John Whelton (Ganges). Playing the Army on June 19 the Navy lost the

morning foursomes 1½-2½ and thus needed five points out of eight in the afternoon to win.

Initially things looked black, with few Navy players gaining early leads, but as the day progressed the possibility of a great victory began to emerge. In the final event it was a birdie putt on the last green to gain a half by the Army No. 5 which deprived the Navy of victory, but four wins and a half were enough to make honours even.

On the second day a 6½-5½ defeat of the RAF by the Army deprived the Navy of the chance of win-

ning the championship outright, but left the chance of tying with the Army.

The foursomes against the airmen were shared 2-2 on the last day and again the early afternoon reports were not particularly encouraging. But once again the boys got their heads down and slowly deflated the opposition, eventually winning the singles 5½-2½.

Both the Army and RAF were gracious enough to say the Navy were the best side and the star again was Jock Lawrence — he was under par when winning with his singles — but it was very much a team effort. Malcolm Edmunds holed in one on the first against his RAF opponent.

The win was particularly appropriate this year, with Lawrence and Blaber making their last appearance in the tournament.

## SPORT 2

### BASKETBALL

### FENCING

### PARACHUTING

## SPIRITED BID BY BASKET BOYS

With team spirit, work-rate and enthusiasm at a peak, the Royal Navy basketball team produced one of their best performances to jolt the RAF in the Inter-Services Championship at RAF Locking.

The airmen, including seven internationals, had to produce their best form to win the game 67-48 — the closest result ever for the Navy — and take the championship.

Earlier the Army — already beaten by the RAF — beat the Navy easily and deservedly 88-48. But that RAF game gives the Navy side, all available next season (plus their coach), hope for the future.

A pre-championship tour included a 72-47 victory over the American-flavoured Felixstowe Falcons.

Navy squad: J. Anderson, S. Baker, P. Clark, P. Cornwall, P. Darlington, R. Ellis, P. Evans, J. Hardstaff, M. Kemp, A. Llewellyn (captain), A. Lyhn, W. Mungall. Coach: M. Byrne. Referee: J. Meakin.

# Foiled again!

(THE OPPOSITION, THAT IS)

It's a slow process . . . but the Royal Navy team is continuing on its way to the top of Service fencing.

Latest lunge towards success came at the Inter-Services Triangular Championships at H.M.S. Daedalus on June 6 when the foil team — Sgt. Terry Harrison R.M., PO R. O'Regan and Lieut. C. C. Walker — retained the title they won last year.

The epee team improved enough on their last year's performance to come second to the Army — "but we still have a long way to go to catch the Army epeeists, who can field a team of full internationals," reports the Navy coach, PO Peter Wallis.

### Clean sweep

Although the sabre team were overwhelmed by strong Army and RAF opposition, there was more success for the Navy in the women's championship, which

### Surprise diving exhibition

Antrim Division won the Kelly Squadron Athletics Championships at H.M.S. Mercury on June 7, with Fife and Glamorgan Divisions second and third.

RO3 Ian Broomfield took both the 5,000 and 1,500 metres titles. Another highlight was the sight of JRO Owen Harding performing an Olympic-style dive at the water jump in the first lap of the 3,000 metres steeplechase!

the Wrens won with 25 victories out of a possible 32.

Sgt. Harrison retained his Royal Navy Dismounted Champion-at-Arms title with a clean sweep in all three weapons at the R.N. Fencing Championships, also held at Daedalus.

His sabre, foil and epee victories, giving him maximum points for the title, were a satisfying reward for all the hard training and time spent at week-end competitions throughout the season. H.M.S. Daedalus took the

Preparation and good tactics were rewarded when a naval squadron team (right) from H.M.S. Intrepid and H.M.S. Bulwark, sailing three Bosuns and two Lighnings, won the Navarino Cup after beating the Royal Hellenic Yacht Club over a six-mile triangular course in Pireaus Bay, Greece.

It was only the second time since the race was initiated in 1962 that a Royal Navy team have won the cup, the first being H.M.S. Hermes in 1968.

Back row (left to right): MEM Scott Barclay, Mid. Simon Dyer, POEL Terry Guy, Lieut. Mike Playle (captain, with cup), Mid. Andrew Mitchell, Mech. Les Batchelor, Mid. Colin Dodd. Front row: REA Jeff Jones, Mid. Jim Scorer, Rev. Harvey Griffiths. (Missing from picture, LOEM Ken Kensall and MEM Stewart Crowe.)



The Wrens' fencing team, winners of the Inter-Services Women's Championship.

inter-Unit Light Weapons Team title from Royal Marines (Portsmouth), H.M.S. Pembroke and H.M.S. Collingwood, and Third Officer Barbara Williams won the Wrens' title.

Third Officer Williams, of

H.M.S. Vernon, also won the individual title with eight victories in the Inter-Group Fencing Championships at Daedalus. Result: Group II (ten victories), 2, Group III (nine), 3, Group I (eight).

## WINNING SMILES



## FREE FALLS FREE-FOR-ALL

Fancy free travel, free accommodation . . . and free falls?

The idea might not be such a bad one if you're keen on gliding without a plane — and four additional basic free-fall parachuting courses are being held at RAF Weston-the-Grange this year as part of Joint Service Adventurous Training, the first between July 16 and 27.

Applications, with copies to the Fleet Recreation Officer, should go to the Officer Com-

manding, No. 1 Parachute Training School, RAF Abingdon, Berkshire. Anyone attending will be on duty and entitled to travel at public expense.

Other courses are to be held in August, September and October.

It's application time, too, for

many of the regular Fleetsport competitions, including the big one — the maxi, midi and mini-ships' soccer, hockey and rugby — which start on September 3. Entries should reach the FRO at Northwood by August 1. Other competitions which need action soon:

● Fleet Squash — starts early

August. Entries by July 20.

● Fleet Golf — July to September. Score cards to FRO.

● Hockey Knock-out — entries by September 1 to Asst. Sec., R.N. Hockey Association, Capt. B. A. Jeffs R.M., Dept. of Commandant General, Royal Marines, MOD (Navy), Room 402A, Archway Block South, Whitehall, London SW1.

● Navy Soccer Cup (not to be confused with Fleet Soccer Knock-out) — entries to Secretary RNFA by August 4.

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## FLEETSPO



Half smiles for half a victory: the Royal Navy golf team which shared the Inter-Services Championship with the Army. Left to right, back row: Lieut. M. Edmunds, Lieut. N. Marsden, Lieut. G. Reid, LA G. Nixon, CPO W. Thompson, Band Sgt. K. Shears; front row: Lieut.-Cdr. R. McLean, Cdr. P. Woollings (Secretary), Cdr. L. Thomas (Captain), CPO J. Lawrence, CPO B. Blaber.

## Two wins as skipper spreads his net

Two matches were won and one lost by the Royal Navy in June, with 20 players, including seven newcomers to Navy cricket, tried out so far, writes Smiter.

The captain, Lieut. Simon Newsom, was able to spread his net fairly wide and although the bowling was reasonably consistent in dismissing the opposition the batting varied considerably after good starts.

In the two-day match against Incogniti at Portsmouth, which the Navy won by seven wickets, accurate bowling limited the opposition, with good spells by Cpl. Peter Davey and Inst.-Lieut. Gordon Grace. The batting was dominated by POME Knocker Whyte (80 not out) and Lieut. Charles Craven-Phillips (98 not out), helped by Newsom and Grace.

The Navy continued their success with a 92-run win against the Authentics at Oxford. Craven-

Phillips and Lieut. Peter Fogden providing two good opening partnerships, with other creditable batting performances by POWr Tony Izzard and Whyte.

With Authentics left to score 179 for victory in the second innings, Davey showed his mastery by running through the opposition, bowling unchanged for 20 overs and finishing with seven wickets and match figures of 12 for 100 runs.

He was well supported by L/Wr John Stych and newcomer Mid. Peter Bowden, who took 2-8 off seven overs.

### LAPSES

Gordon Grace took three early wickets in the match against London University and the Navy had the opposition reeling at 45-5 before some bad fielding lapses let London off the hook to score a modest 175 off their 55 overs.

Once again the Navy started

## CRICKET

well, with John Dunt and Peter Fogden scoring 51 off 13 overs before Dunt (26) fell to leg-spinner Wyse. This bowler then accounted for Sub-Lieuts. Jim Rapp and Mike Robinson. Fogden was caught for a determined 68, and the Navy collapsed steadily to lose by 25 runs.

### Scores:

Incogniti 146-5 dec. (C. Beynon 2-25) and 199-6 dec. (P. Davey 3-71, G. Grace 2-29). R.N. 152-5 dec. (A. Whyte 80 n.o., P. Fogden 22, A. Izzard 21 n.o.) and 194-3 (C. Craven-Phillips 98 n.o., P. Fogden 29, A. Whyte 26 n.o., S. Newsom 24). R.N. won by 7 wickets.  
R.N. 176-6 dec. (P. Fogden 48, C. Craven-Phillips 46, A. Izzard 26) and 168 (C. Craven-Phillips 36, P. Fogden 29, A. Whyte 26). Oxford University Authentics 165-9 dec. (P. Davey 5-57) and 87 (P. Davey 7-43, P. Bowden 2-8). R.N. won by 92 runs.  
London University 175-9 (55 overs) (G. Grace 3-51, A. Whyte 2-22, P. Bowden 2-25). R.N. 150 (P. Fogden 68, J. Dunt 26, G. Grace 18).

## YACHTING • CRICKET SPORT 3

### FIXTURES

#### JULY

- 5-6 — Sailing: Robert Shaw Cup (Seaview)
- 6-7 — Aquatics: R.N. Junior Championships (H.M.S. Ganges)
- 9 — Aquatics: Inter-Services Junior Championships (Bovington)
- 9-10 — Cricket: R.N. v Notts II (Trent Bridge)
- 14 — Cricket: R.M. v Devon (Exeter)
- 14 — Sailing: Gold Cup (Seaview)
- 15 — Sailing: Coningham Cup (Seaview)
- 18 — Athletics: Inter-Services Championships (Aldershot)
- 20 — Cricket: R.N. v Hampshire (Southampton)
- 21-22 — Cricket: R.N. v Quidnuncs (Portsmouth)
- 24-25 — Athletics: R.N. Decathlon Championships (Victory Stadium)
- 25 — Cricket: R.N. v Club Cricket Conference (Chiswick)
- 27-28 — Swimming and water polo: R.N. Senior Championships (H.M.S. Ganges). Swimming and diving: R.N. (W) Inter-Group Diving Championships (H.M.S. Caledonia)
- 30-Aug 4 — Tennis: R.N. Lawn Tennis Championships (Wimbledon)

### Lincoln 'trophy' for champs

Liverpool, Football League Champions, "won" another trophy when Lieut.-Cdr. Les Orchard, First Lieutenant of H.M.S. Lincoln, presented a ship's crest to manager Bill Shankly when the ship's soccer team visited the Merseyside club.

The Lincoln party toured Anfield Stadium and were given the chance to fire questions at the manager.

# Fleet crews Adventure

Of the 48 Royal Navy yachtsmen short-listed to crew the Adventure in the Whitbread Round-the-World race, 40 were serving at sea when they were selected.

Another feature of the selections is that they represent a complete cross-section of the Service, with every type and specialization represented.

From the short-listed 48, a crew of ten will be chosen for each of the four legs of the race, which starts at Portsmouth in September.

Each short-listed crew includes an R.A.F. member — the R.A.F. has no entry in the race — who will be competing on equal terms with his Navy counterparts for a place.

The Adventure is now undergoing a refit until July 11, followed by 12-day training spells for the crews for legs 1, 2 and 3 (the crew



for leg 4 has already completed its 12-day period).

Each training spell ends with a Royal Ocean racing Club Race, the yacht having been entered for the Cowes-Dinard, Channel and Fastnet races. On August 18 the Adventure crews go into the final stages of preparation for the race.

### THE NAMES

The crew short-list:  
**Leg One:** Skipper, Lieut.-Cdr. J. P. G. Bryans (FOSNI); Chief Mate, PO M. Bird (Britannia); mates, Lieut.-Cdr. G. S. Gray (FOCAS) and Lieut. S. Van Der Bui (MOD

PE); crew, Chief Tech. P. Chowins (RAF Brize Norton), AB C. J. Large (Britannia), CEA M. Rose (Mohawk), MEA3 T. P. Sales (Jaguar), PO M. J. Trotter (Scylla / Vernon), Captain H. J. Wiltshire R.M. (Centurion / DROM), Lieut. P. Wykenham-Martin (Warrior). Two places blank.

**Leg Two:** Skipper, Lieut.-Cdr. E. M. R. Skene (CINCAVHOME); Chief Mate, Lieut.-Cdr. C. P. E. Brown (Collingwood); mates, Lieut. A. Higham (Hardy) and EA C. Abrahams (Daedalus); crew, Sqdn.-Ldr. R. K. Webster (RAF Bicester), Lieut.-Cdr. C. P. Bengtsson (Gurkha), Inst.-Lieut. D. Budge (Daedalus), Lieut.-Cdr. M. K. Matthews (Neptune), Lieut. A. W. Netherclift (RNEC Manadon), Sgt. G. J. Norman (CTCRM), Surgeon-Lieut. S. Ormerod (RNAMS), Lieut.-Cdr. F. S. Owens (Revenge), LAM D. Thomson (Dolphin / Hornet).

**Leg Three:** Skipper, Cdr. G. M. F. Vallings (Bristol / DNOT); Chief Mate, CPO R. Mullender (Temeraire); mates, Cdr. C. Seal (ASWE) and CPO W. E. Porter (Victory); crew, Flt.-Lieut. P. J. Hiron (RAF West Drayton), Lieut. R. Caesley (Ark Royal), CPO M. Forrest (Dolphin / Hornet), Lieut.-Cdr. T. J. Laycock (DG Ships), Lieut. M. Shirley (Rapid), Lieut. R. A. S. Turner (Antrim), Lieut. C. Watkins (RAD Lossiemouth), ELMN T. Wilkinson (Daedalus). One place blank.

**Leg Four:** Skipper, CPO R. Mullender (Temeraire); Chief Mate, Sub-Lieut. R. A. G. Clare (Raleigh); mates, Lieut. A. J. Bolingbroke (Dryad) and Lieut. K. Richardson (Collingwood); crew, Flt.-Lieut. H. Pottle (RAF Lyneham), PO D. A. Bull (Berwick), CPO J. H. Hyland (Apollo), Lieut.-Cdr. A. Johnstone (Revenge), Sub-Lieut. R. Kingsnorth (Excellent), LS P. J. Long (Beagle / Raleigh), CREL T. Nash (Revenge), Sub-Lieut. H. W. Trotter (Dido). One blank.

Reserves: Lieut.-Cdr. P. Bruce (Sultan), Lieut.-Cdr. E. J. Richardson (Collingwood), Inst.-Lieut.-Cdr. Yeomans (Dryad), PO Burgess (Dryad), POME Hudson (Neptune), MTI Parfoot (Haslar), Sgt. Pattison (Sirius / ATURM), Sqdn.-Ldr. Packham (RAF Brampton).

Cycling as a sport is growing in popularity among sailors, reports Lieut. J. A. Fowler, General Secretary of the Royal Navy Cycling Association, whose membership is steadily rising.

Reports of road races and touring activities should be sent to him at R.N. Hospital, Haslar, Gosport, Hants.

Navy cross-country champion Lieut. Rees Ward set two establishment records — in the 1,500 metres and 800 metres — in H.M.S. Collingwood's athletics championships. Ordnance School were overall winners with 116 points, from Command Training School (86).

Sgt. Taff Kelland scored a discus, shot and hammer hat trick in the Royal Marines athletics championships. A middle-distance double was scored by international miler Jim Douglas. Team championship went to 45 Commando (143) from the holders, CTC (124).

Outstanding athlete at the H.M.S. Victory championships was Jones, of H.M.S. Norfolk, with triumphs in the 800 and 1,500 metres and 3,000 metres steeplechase. H.M.S. Temeraire retained the team title with 105 from Norfolk (101).

## ROYALS SLAY KENT

win the Knock-out Cup, beating the R.A.F. 3-1.

Winners of the Portsmouth Gun, overall trophy at the Portsmouth Area Rifle Meeting, were H.M.S. Sultan, who won seven events and were runners-up in an eighth.

More than £100 was raised for the National Playing Field Association at the 14th annual rugby match between the R.N.R. and U.S. Navy in London, the R.N.R. won 21-10.

The Royal Navy, with 901 points, finished third in the triangular shooting match against the Civil Service (first, with 963) and the Army (931) at 300 and 600 yards at Bisley on June 23.

Portsmouth won the Claud Barry Cup in the inter-command dinghy championship from Air, with Fleet third.

## SPORTS SHORTS

More than 1,000 spectators saw a Royal Marines Invitation XI beat Kent by three wickets at Deal on June 14, the day after the county side had defeated Hampshire in the quarter-finals of the Benson and Hedges Cup.

The match, and a ball in the Sergeants' Mess later, raised more than £250 for the benefit season of Brian Luckhurst, the Test player, who was accompanied to Deal by five other Test men — Mike Denness, Alan Knott, Asif Iqbal, John Shepherd and Derek Underwood.

Kent 230 (Shepherd 79, Nicholls 35, Stevens 4-32); Royal Marines 234 for seven (Whyte 62, Newsom 55, Oakley 37). Royal Marines won by 3 wickets.

With a nine-wicket victory over Plymouth in the final, Portsmouth won the Inter-Command Cricket Festival at Portsmouth.

After starting the season at the bottom of the Second Division of the Cardigan and District Five-a-Side Football League, the Royal Navy "B" team of the R.N.T.U., RAE Aberporth were promoted to Division One.

They went on to finish third in the League Championship and to

## Air Command athletes take the title

Naval Air Command showed their supremacy in athletics when they won the Navy Inter-Command Championship with 123 points at Victory Stadium, Portsmouth, on June 26 and 27.

Portsmouth were second with 106 and the Royal Marines (99) third.

Air Command also took the Wrens' championship with 73 points from Plymouth and Royal Marines (68) and Portsmouth (52).

In the men's events, Plymouth finished fourth with 51 points, Medway (23) fifth, and Scotland (14) sixth.



RO Freddie Fox, of H.M.S. Ajax, winning the 5,000 metres at the Plymouth Command Athletics Championships. He also won the 1,500 metres event. Picture: LA John Drew.

## All set for the 'Test'

Combined Services, captained by Lieut.-Cdr. Roger Moylan-Jones, will play a touring Test cricket team for the first time for more than 15 years when they meet the West Indies at the United Services Ground, Portsmouth, on July 12 and 13.

Lieut.-Cdr. Moylan-Jones, serving in H.M.S. Seahawk, is in his fifth year as Combined Services captain. He also skippered the Royal Navy sides of 1969 to 1971 when the Navy won the Inter-Services Championships three times in a row.

Another Navy player in the squad is Sub-Lieut. Mike Robinson, the present P.T. officer of H.M.S. Sultan, who has played for the Navy since joining as an AB in 1961 and is a batsman of distinct professional ability.

The current Navy captain, Lieut. Simon Newsom, an all-rounder who has also captained the Royal Navy at rugby, has been included in the 15 from whom the team will be selected.

Also in the squad are Royal Marines Cpl. Peter Davey, who first won a Navy cap as a fast bowler in 1970 but has been abroad since, and Inst.-Lieut. Ken Langley, of H.M.S. Bacchante.

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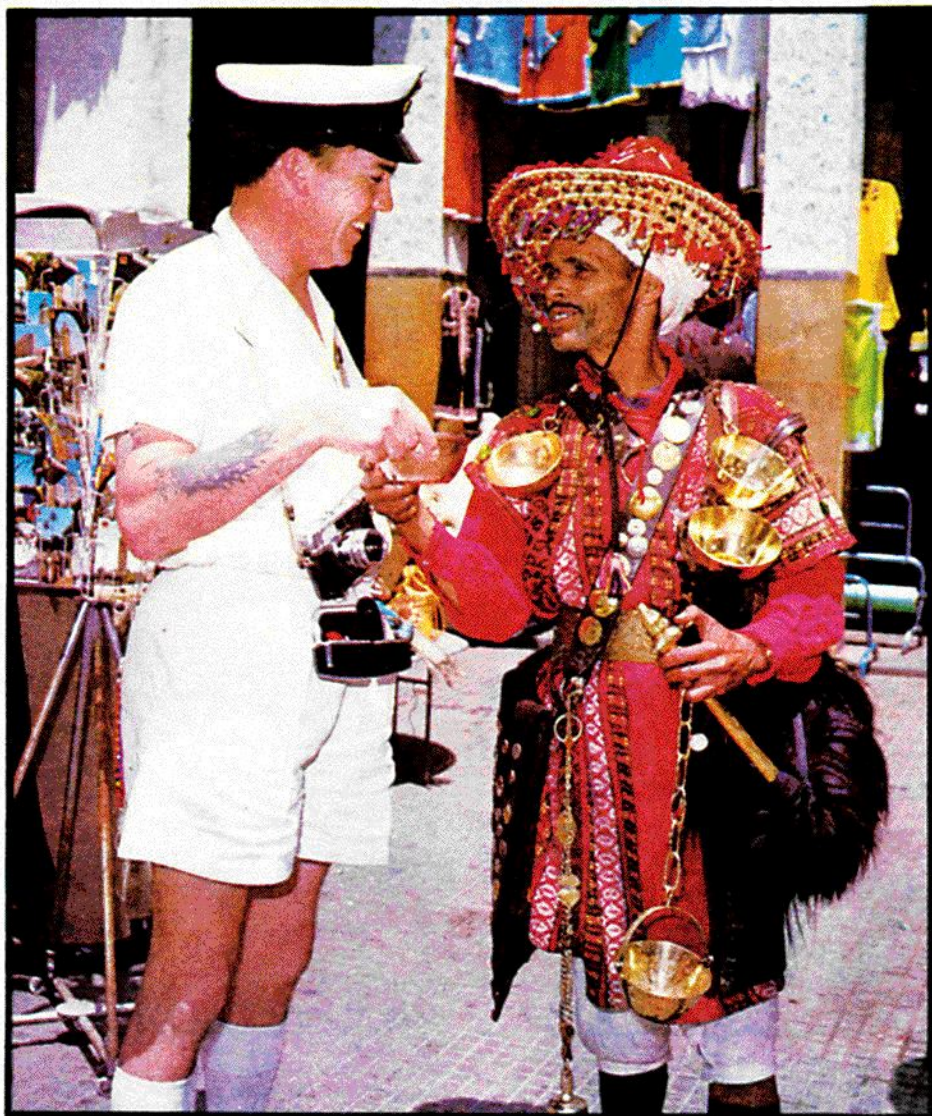
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## Wine man and his 'wear'

Colourful characters abound in many of the countries visited by Royal Navy ships — like this resplendent wine seller pictured during the visit to North Africa in June by the Second Frigate Squadron.

With him in Casablanca's Old Medina market area is CPO Frank Moore, of H.M.S. Exmouth.

Photo: LA Peter Howton



## Second 'invasion' of North Africa

Breaking away from their stamping ground at Portland and the daily round of training, the Second Frigate Squadron — like the birds — headed south. Destination: North Africa.

The squadron, commanded by Capt. R. M. Burgoyne in H.M.S. Torquay, combined business with pleasure during their fortnight away.

On the way there they carried out exercises, with officer of the watch manoeuvres, jackstays, RASing, night stationkeeping, gunnery shoots and the like. Coming home, there were deep water anti-submarine exercises in company with H.M.S. Tiger and other Fleet units.

Because of the varied nature of their duties, ships of the squadron seldom get together and so the ocean passage exercising in company was of particular value.

Between the business came the pleasure: H.M. ships Torquay, Exmouth, Dundas, and Russell visited Casablanca, while H.M. ships Grenville and Penelope went to Tangier.

Five days in port meant sightseeing trips to Marrakech and Rabat, camel rides, football, swimming, cocktail parties, and children's parties. The squadron football team did well, in particular beating a representative Moroccan Navy team 4-2. Only casualties were caused by the African sun, which burned the necks of every quarter-master on watch.

### Band boost

A boost to squadron activities was given by the Band of the Parachute Regiment embarked in the Torquay and which played at several functions, including the Queen's Birthday Party at the British Embassy in Rabat.

For their visit to Tangier the prestige position occupied by the Penelope and the

Grenville was that from which Sir Alec Guinness used to sail when acting as the two-wife captain of the straits ferry in the comedy film "Captain's Paradise." It was also where some of Nelson's victorious fleet replenished before the Battle of Trafalgar.

Social events included a cocktail party given by H.M. Consul-General to celebrate the Queen's Birthday.

Shortly after arriving at Tangier both ships arranged to send working parties to the local Cheshire Home for disabled children and the men carried out a variety of useful work. The children were later entertained at a party on board the Grenville.

Sightseeing and bartering for goods were enjoyed and there was great hospitality, especially from the English-speaking community who love to have the chance of checking that the British Navy is still the best.

### Royal visitor in Stockholm

The guided missile destroyer H.M.S. Fife and frigate H.M.S. Arctura were visited in Stockholm on June 15 by the Crown Prince of Sweden.

He was the guest of Admiral Sir Edward Ashmore, Commander-in-Chief Fleet, who was flying his flag in the Fife. An honour guard was provided for the Prince, and the R.M. Band of the Flag Officer Naval Air Command supplied music.

In company were the frigates H.M.S. Gurkha and Plymouth.

## 'CAT AND MOUSE' — WITH TASTY SUPPERS

"Frying tonite" might be regarded as something of a wry joke for men of the Royal Navy involved in the cod war dispute with Iceland, but the fish on the menu for H.M.S. Lincoln was rather special.

The trawler support vessel Othello presented the frigate with a 200lb. halibut, a giant specimen which looked like a world record-beater to the recipients. Three cooks from the Lincoln cut the halibut into steaks for the ship's company supper.

To H.M.S. Plymouth, naval intervention came as a mild shock to the system. Just having completed her time as stand-by frigate

for Iceland, the ship's company were settling in for a period of inter-refit training at Portland. Then they found themselves dashing northwards at 26 knots for the task ahead.

On arrival off southern Iceland, the Plymouth joined H.M.S. Cleopatra and took over as OTC. They were later joined by H.M.S. Jupiter, relieving H.M.S. Lincoln.

# Cod war perks

In the close-quarters battle of wills with the gunboats, the ops room have to be on their toes to sort out the gunboats from the jumble of some 30 trawlers and escorts.

The radar screen often appears to have measles, and the Wasp helicopters are of great value in searching the area and identifying the various contacts.

So the job continues... silence, searching, a sudden flurry of activity, then back again to cat-and-mouse. Danger is never far away, and it is indeed remarkable, having regard to the

tactics involved, that nobody gets hurt.

### BRUSH WITH GUNBOAT

H.M.S. Scylla did suffer superficial damage in a brush with an Icelandic gunboat, and the incident aroused a great deal of political activity, but generally the situation has greatly improved from the trawlers' point of view.

H.M.S. Scylla and H.M.S. Jaguar have now left the area, and Icelandic duties have been taken over by H.M. ships Charybdis, Falmouth, and Leopard.



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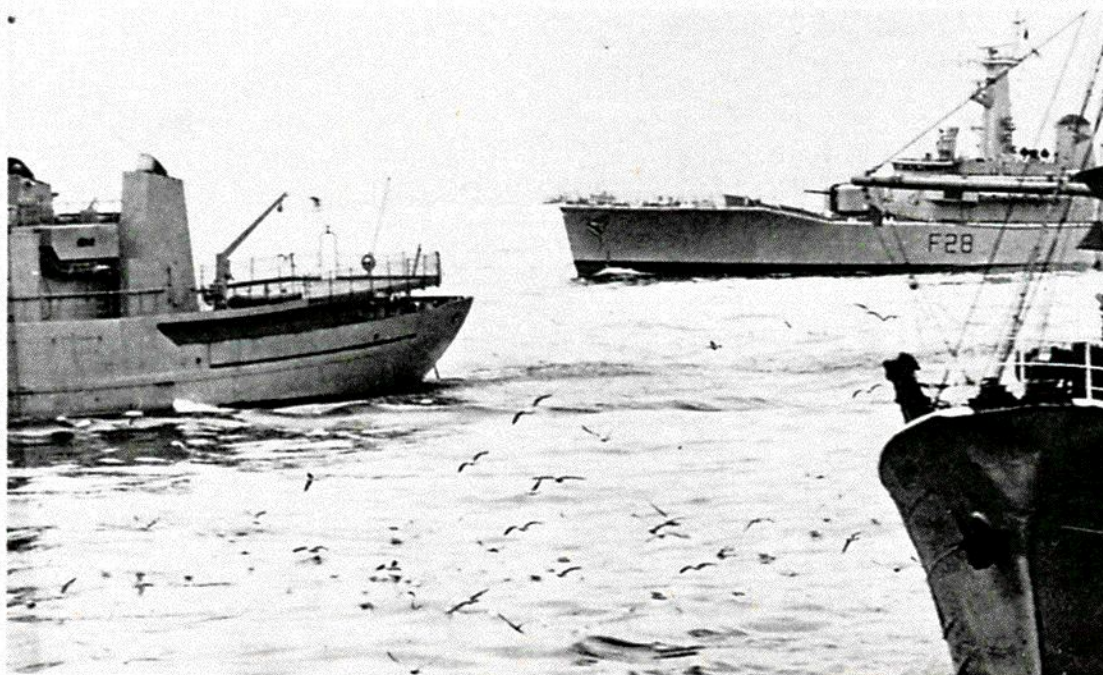
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NN JULY



Cutting their massive 200lb. halibut into steaks for the ship's company supper are three cooks from H.M.S. Lincoln — PO Cooks Law and Shorthouse and LCK. O'Toole.

"At close quarters" is a phrase with real meaning in the cod war as the Royal Navy goes about its business of protecting our trawlermen from harassment. On the left, the Icelandic gunboat Aegir steams away from a British trawler and H.M.S. Cleopatra.